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CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

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[a692]

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Hongkong, 29th April 1908. [a327]

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 19th May, 1909. [a33]

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BILLIARD TABLE,
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Hongkong, 4th June, 1909. [a35]

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JUNE 10TH, "THE GAY GORDONS."
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Hongkong, 4th June, 1909.

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Well Furnished Reception Rooms.

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Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

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Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

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Hongkong, 24th July, 1905. [a651]

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SCOTCH WHISKY
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IN SCOTLAND
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FINE MELLOW FLAVOUR.

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Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to the EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGES.

On 6th June, at St. John's Cathedral, by the Rev. F. T. Johnston, FRANC, second son of the late Archdeacon Harris of Akaroa, New Zealand, to Marion, daughter of the late John Deans of Riccarton, New Zealand. [82]

On the 6th instant, at Shanghai, J. CHARLES LAMPREY, late Th. Royal Dublin Fusiliers, and late Captain Malaya States Guides, to FLORENCE DAY HARRIS, youngest daughter of the late Captain A. D. Harris, of Shanghai.

DEATH.

On May 28th, at Singapore, HORATIO G. JAMES, last surviving son of Commander Henry James, a.m., aged 68 years.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 8TH 1909.

On the 30th May the second instalment of the railway line from Shanghai to Hang-chow was opened in state by H. E. FAN TSENCHIANG, the Provincial Treasurer, on behalf of H. E. TUAN FANG, the Viceroy of the Province. The occasion was noteworthy, inasmuch as the line was the first in Mid China to have been carried out by a *true* Chinese Company, with Chinese money, and under a Chinese engineer, Mr. Hsu. On the other hand, the line is distinctly what might be called "cheap and nasty," with soft-wood sleepers, and a single track, and though hardly so bad as represented by the Times Correspondent, can scarcely be quoted as an example of what a line passing through a rich and populous district, and intended in the near future to be an important main line should be; nor can the *Times*, acknowledged to have been two million taels, for such a line, 38 miles, say £6,300 sterling per mile, be considered cheap; and, indeed, with cheap and flimsy American rolling stock, scantily supplied, too, must be looked upon as desidiously dear. On the other hand, it is only right to mention

that the line seems to have been fairly well laid out, is distinctly well ballasted, and carefully laid. It is probably true that, as stated by the *Times* Correspondent, the rails had been rejected previously, and we are informed that they are certainly neither in quality, nor in section such as would have been willingly passed by an independent engineer. These defects are, however, probably not the fault of the Engineer, who was seemingly compelled to make the best of the materials placed in his hands by his directors. Mr. JEME TIANXOW, Engineer-in-chief of the Peking and Kalgan Railway, and a thoroughly trained Engineer, whose work in the North would be a credit to any engineer of whatever nationality, is named as the Consulting Engineer of the line, which, however, he has never seen, and which certainly shows few, if any signs of his fostering care. Mr. JEME has been granted the rank of Taotai, and this in his case probably meant that he was granted substantive as well as honorary rank, which it would apparently have been better to give bestowed on Mr. Hsu as well. Probably in such a case the work would have been finished and handed over in better trim. It is interesting to note that one of Chinese speakers at the opening, Mr. S. K. TSO, was not deterred by any fear of consequences from openly expressing his opinion that the Government ought to abolish the *Lige* taxes, "in order that merchants may enjoy to their fullest extent the privileges supposed to be conferred on them." The utterance of such a sentence at such a time in the presence of the high provincial authorities is certainly a wholesome sign that the Chinese Government, as such, is in its present condition quite prepared to listen to the expression of public opinion, and prepared to shape its course accordingly. We have always set a high store on the capacity of the Chinese people for self-government, especially in financial affairs, and welcome every indication of an approach to mutual confidence. Still, as Mr. Tso reminded his audience, the line was but an "experiment by Chinese who had acquired their knowledge in Europe and America." It was the insertion, indeed, of the sharp end of the wedge, but the wedge had to be driven home, and judging from the present outlook that would be a work of extremely slow progression. The line was open, and had a terminus somewhere near Shanghai; within the last year or so the city authorities had made great progress with their own communications. It was now possible to drive in an ordinary carriage the whole way from the Foreign Settlement through the Nantao suburb of the city right up to the Railway terminus, a distance of close on three miles: the whole of this suburb, a very important one, with a population of probably quarter of a million, was now traversed by well paved roadways, and building on vastly improved lines was now progressing rapidly. More—sanitation was being attended to, the formerly fetid pools and creeks were being cleansed and drained, and well made sewers were being laid everywhere. Recently water works have been constructed for the supply of the city and suburbs, and though as yet the supply leaves much to be desired, it is an indication that the spirit of progress is about. In fact it is questionable if this reform, which has been carried out so quietly that few of the residents are aware of it, is not a more wholesome sign of progress than the Railway itself. The railway, as we said, has a terminus; but here all Chinese railways, so far at least as we have seen, have entirely failed to grasp the necessary conditions. Though a road has been made, the situation is in the last degree inconvenient. It is remote, and entirely cut off from the business section of the city and settlements, and occupies nearly as long to arrive at as does the journey from Shanghai to Sungkiang, slow as that is. Moreover there are absolutely no means of carriage of good, nor if goods arrived is there any means of conveying them on the railway. The first object of an engineer worthy of the name in carrying his line into so important a port of Shanghai, which shares with Calcutta the ambition of being the largest emporium in Asia, would naturally be to connect his line in the easiest and most complete manner with the wharves, alongside which are daily moored steamers of a capacity much exceeding twenty thousand tons. It is noteworthy that in no single case has any attempt been made to convey goods for either export or import between the railways and the wharves. Even at Tientsin where the train actually runs alongside the jetties, and where steamers are frequently delayed between the jetties and Tientsin, it never seems to have occurred to anyone connected with the management of the railway that a very great economy would result to the trade of the port were the cargoes, instead of being conveyed up the river by the steamers, landed and put on board the train at Tongku, whence they could be readily

delivered into godown at Tientsin. At Shanghai a continuous line of wharves some seven miles long runs along the river, and could be readily served from the existing lines of railway, yet neither in the case of the Shanghai-Nanking, nor of this new line to Kashing, has the slightest attempt been made to effect a junction. It is noteworthy, in the case of Shanghai, that provision has been made in the Land Regulations of the Settlements for the acquisition under compulsory powers at a fair rate of the land required for such extensions; so that the obstruction does not proceed from any unwillingness on the part of the Foreign Municipalities, who would, on the contrary, lend every assistance to such a project.

We have so recently spoken at length on the present policy of the reactionary party in China, and of the manner in which it is taking advantage of the natural desire of the Chinese Government and people to finance their own undertakings, that it is only necessary to draw attention to these wilful obstacles thrown in the way of development as an evidence of the lengths to which that party is prepared to go. Meanwhile the present unfinished state of the railway can only be attributed to an intention to deliberately wreck not only this, but all the other industrial efforts of the progressives, who are anxious to raise the position of China amongst the greater nations of the world.

Amongst the other tendencies of the present fashion for improving the internal communications is a growing desire to assimilate the standards of weight and measurement. Some twenty one centuries ago the great monarch Tsin Shihuang, on assuming formally the government issued

a proclamation calling for an assimilation of the standards. His decree a few years later, before the reform had been accomplished, caused it to be shelved, and from that time to the present affairs have been growing worse in China. The necessities of railway engineering are now bringing about a general desire for a settlement; the new line, according to the Engineer is 38 miles and 960 feet long, which he tells us is exactly 112 M. A. It; everyone connected with China knows, has hitherto been the most indefinite of measures, but according to Mr. Hsu's measurement, for the future it must be taken at exactly 1,800 feet English. A previous endeavour to establish a standard on the part of Mr. T. W. KINGSMILL, of Shanghai, had put it on an average at 1,830 feet; the difference, it will be seen, is not very material; but in view of the present disposition to extend the present lines, it will prove of great advantage to China that the length should be once and for all definitely fixed. 1815 feet or 330 mts of 5½ feet English would perhaps fit in most readily with Chinese and English land miles.

Joaquin Balmori, a henchman of Dominor Gomez, is charged by the Philippine Government with sedition.

More submarines are being sent by the American Government to the Philippines.

The Kwong Chow Friendly Society of San Francisco is building a quaint Oriental club-house based on designs studied in Canton.

At the Magistracy yesterday, Mr. F. A. Hazeland found a coolie guilty of stealing seven pieces of clothing and a blanket, and sentenced him to six weeks' imprisonment with hard labour and six hours' stocks.

Charles Collins, A. B. of H.M.S. Kent, died from injuries received in a fall of eight or nine feet from the bridge to the dock, during a recent voyage from Yokohama. The funeral took place at Uraumi on the morning of the 20th ult.

Early yesterday morning fire broke out in a matched at Wongneicheung in which a large quantity of goods was stored. Before the Fire Brigade could reach the spot, building and goods were demolished. The damage is placed at \$1,500.

The return of visitors to the City Hall Library and Museum for the week ending the 6th June, 1909, shows that of non-Chinese there were 297 to the Library and 169 to the Museum, and of Chinese 169 to the former and 2,159 to the latter. The Library was, therefore, used by 466 persons and the Museum by 2,328.

The strike of the engineers and other employees of the Manila Railway Company is said to be nearing the end. An agreement, making concessions to the demands of the strikers in all points except in the matter of a rise of wages, was expected to be signed on Friday last.

A number of week-end robberies were reported to the police yesterday. A silver bowl valued \$40 and numerous other articles belonging to A. Gibney, of No. 1, Leighton Hill Road, were removed from the hall of his residence. A house in West Terrace was broken into some time on Sunday night, and 400 stolen. Mr. J. A. manager of Messrs. Norona and Co., reported that the safe in his office was opened by a burglar key and \$35 extracted.

At the Magistracy yesterday Mr. J. H. Kemp sent a native to jail for three months for stealing drain gratings.

A company to be known as The China Silk and Agency Co. Ltd. has been registered in London with a capital of £10,000 in £1 shares.

The two Chinese cruisers which were despatched to the Paracels recently have returned. They came into Hongkong harbour on Saturday.

The appointment of M. P. de Margerie, French Minister in Bangkok, to succeed M. Baptist as Minister in Peking appears in the French Official Gazette.

M. Dinshaw Cawjee Sethna of the firm of Messrs. Cawjee Fallonjee & Co., was elected a trustee of the Hongkong Parsee Charity Funds, at the annual meeting held last Saturday.

American farmers in the Eastern States are raising a fund with a view to waging a campaign for the expulsion of Japanese from the public market. The white producers say they cannot meet the competition of "the brown men."

Mr. Charles Donby, of U. S. Consul-General at Shanghai, left on the 2nd inst. Dr. Amos P. Wilder, who has taken over the duties, expects to proceed homeward on his holiday by the s.s. *Korea* towards the end of the month.

The commission of the cruiser *Kent*, Captain Gerald C. Marechal, now cruising in Pacific waters, of the China Squadron, will expire in November next. All the officers on the *Kent*, with the exception of three, are due for relief.

Home papers received by yesterday's mail announced that H. E. Tang Shan Yi had booked to leave Genoa by the N. D. L. steamer *York* on May 20th. We learn, however, that His Excellency is returning to China via Siberia.

At the shareholders meeting of the Banque de Indo-China held at Paris last month, the report presented stated that the results of 1908 allowed the distribution of a dividend of Francs 50 as compared with Francs 47.50 for the preceding year. This distribution was approved.

The plague return for the week ending June 5th records nine new cases in the Colony. There were ten deaths during the week. The total number of cases since the 1st of January is given as 86, of which 77 were fatal. Another case from Yaumati was notified during the 48 hours ended at noon yesterday.

The N.C. Daily News is informed that the meatpacking establishment at Hankow, which is exporting frozen pork to England in the P. & O. s.s. *Palermo*, is entirely controlled by the firm which manages the cold storage of Manchester. The utmost care is being taken in the inspection of all pigs before they are slaughtered for export.

A serious fire occurred in East Hanbury Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and foreman A. E. Fenton, of Hongkew, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Chicago is experiencing an unprecedented invasion of Japanese. It is stated that a single lodging-house at Fifty-first and Clark streets is the headquarters for 700 new arrivals, whereas three months ago, it is said, there were only 200 in the whole city. The newcomers are artisans, domestic servants and laborers, all strong and vigorous. They assert that they were driven by persecution from California and other Pacific Coast States. Others, it is said, are to follow them.

The hearing of the second application by the Chinese Government of the surrender of Lau Fat Tung, on a charge of armed robbery within the jurisdiction of China, was resumed by Mr. F. A. Hazeland at the Magistracy yesterday, when he decided that the prisoner should be discharged. He will, however, be confined to goal for one week to allow the Crown Solicitor time to consider the case. Lau Fat Tung was formerly tried by Mr. Kemp, discharged, and subsequently re-arrested.

An interesting case is occupying the attention of the H. M. Supreme Court at Shanghai. S. J. Michael is suing J. E. Ellis for the difference between the contract price of 50 Shanghai Dool shares which were purchased at TH 39 per share, and, not being taken up by the defendant, were disposed of at TH 72 per share. The defense is that the shares were never intended to be taken up, and that the contract was in fact a gaming or wagering contract. According to the defence there was an agreement between the plaintiff and defendant to divide the profit or loss resulting from the sale before Settlement Day. Plaintiff denies this version of the transaction.

Mr. J. H. Kemp, sitting as coroner, and a jury inquired into the cause of death of a Chinese named Tsu Hong, 85 years of age, at the Magistracy yesterday afternoon. Deceased was knocked down by a tramcar at Wan Chai on May 12th, and died on the 23rd of the same month. The medical evidence showed that death was due to multiple injuries and septicaemia. The story told by other witnesses was to the effect that the motorman of the car did all in his power to avoid the collision. But apparently deceased was deaf, for he made no attempt to get clear of the line. When close upon the old man the motorman applied the emergency brake, but deceased was knocked down. The jury returned a verdict of accidental death.

We have received a copy of the second annual report of the Overseas League which was founded in 1907 with a view to promote British trade, and to voice and endeavour to rectify legitimate grievances of British subjects overseas. The Secretary is Mr. A. G. Wise, not the genial gentleman of that name whom Hongkong knows.

Arcadio Arellano, member of the Manila municipal board, has introduced a motion calling upon the municipal board to take steps to fix the price of meat in the public markets in the same way as the prices of other commodities, such as light, water and transportation on street cars, are regulated. Sr. Arellano, in introducing his motion, explained that he has been informed that the price of meat in the markets had been raised 25 per cent, as a result of the determination of certain cattle importers and dealers to make a corner in cattle imported on the hoof.

Mr. T. H. Liddell, the artist who recently exhibited in London a large number of paintings executed by him during a visit to China and an unpleasant experience recently which is told in the following Police Court report:—A rough-looking young fellow named James Petrie, living at Carlton-near-Maida Vale, was charged on a warrant at Marylebone with assaulting Mr. Thomas Hodgson Liddell, an artist of Carlton Studio, Carlton Vale. The prosecutor said that while passing through Carlton-near-Maida Vale he saw two small boys fighting, and he endeavoured to separate them, with the result that he was followed by a crowd of the inhabitants, who showed themselves hostile to him, having interfered with the children. At the corner of Portobello-road they surrounded him and attacked him, and he had to defend himself as best he could. The prisoner dealt him a heavy blow on the forehead, and knocked him down. While on the pavement the crowd also knocked him about. Petrie was fined 20s., or fourteen days' imprisonment.

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CORRESPONDENCE.

LIFE INSURANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Priority Mount,
St Leonards-on-Sea.
May, 12th 1909.

DEAR SIR.—A copy of your issue of the 3rd April containing the letter of the Secretary of the Standard Life Assurance Co. has only now reached me. As the statements made there-in place my action in quite a wrong light I shall be glad if you will publish these further remarks.

Mr. Trevor states that before the copies of the correspondence arrived at his Head Office in Edinburgh, I had already accepted the sum offered by the Company.

Much correspondence passed between the Head Office and me on the subject of my policy. I insisted on a search being made in the Shanghai correspondence and eventually received from Edinburgh a letter dated 10th February as follows:—

"We have received a letter from our representative in Shanghai stating that he has made a thorough search among the records of our office there for the years 1893-4 and that he has been unable to trace any letter from you to Mr. W. T. Phipps our late Agent in Shanghai or from Mr. Phipps to you bearing on the question of Bonus."

Copies of two letters to me from Mr. W. T. Phipps written after the policy was issued, and having nothing to do with the present issue, were enclosed as (presumably) the sole correspondence which passed. It was only on receipt of this letter that I accepted the sum offered for my policy as I was unable to produce any written proof of my statements.

Mr. Trevor characterized my letter to you as "both inaccurate and malicious." Inaccuracy I must, in view of Mr. Trevor's letter to you, admit to this extent, that Mr. W. T. Phipps appears quite exonerated in this matter. I would however, put it to your impartial readers whether the Standard Head Office were acting honestly and ingeniously in withholding from me the letter from that gentleman to the Foochow agent quoted in Mr. Trevor's letter to you, especially in view of the long correspondence which had passed between us? It is now proved conclusively that the question of bonus was raised by me at the time and referred to the Shanghai Chief Agent, though not as I believed direct, by me but through the Foochow agent. It would be interesting to know in what terms the letter from the latter was couched which drew forth the reply which Mr. Trevor quotes.

I have only further to add that Mr. W. T. Phipps' letter was not shown to me and that I was informed by the local Agent, as a reply coming from the Chief Agent that the over-rate of premium for residence in China would be made up to me (if I survived) by increased quinquennial bonus. This statement appeared to me on the face of it quite reasonable, and it was on that understanding that I took out the Policy.

The "inaccuracy" spoken of by Mr. Trevor does not seem a very serious one considering that it referred to a transaction which took place 15 years ago.

I am sincerely glad that the former Chief Agent is entirely exonerated and trust that you will publish this letter which I think will convince you and your readers that there was neither malice nor intentional inaccuracy in my communication to you.—I am, dear Sir, Your faithfully,

R. W. MANSFIELD.

THE PROPOSED GOVERNMENT NOTE ISSUE.

The following letter addressed by the Committee of the Hongkong Chamber of Commerce to the Government has been forwarded by the Secretary of the Chamber for publication:—

Hongkong Chamber of Commerce,

27th May, 1908.

Sir,—With reference to your letter of the 15th April, 1909, (No. 3641/08) on the question of the proposed introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my Committee is not sufficient to enable them to form an opinion as to the proposal and I would beg to be furnished with more details as to enable my Committee to go fully into the question.

The more important points upon which my Committee would like to be informed are:—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging Dollars into Notes and vice versa.
- (a) Whether the Government will have their own treasuries and staff for working the issue.
- (b) If not, what alternative system have they in view.
3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the date on which such estimate is based.

My Committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to thank His Excellency the Governor for referring the matter to the Chamber.—I have etc.

E. A. M. WILLIAMS,
Secretary.Hon. Mr. F. H. MAY C.M.G.
Colonial Secretary.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

May 13th, 1909.

THE HEIRESS TO THE DUTCH THRONE.

Shortly after mailing my last letter news was received of the birth of a princess and heiress to the crown at The Hague, an event which had been looked forward to with daily increasing anxiety during the preceding three or four weeks. How the nation got abroad that it was due Easter, nobody seems to know, but it was generally accepted and as day, after day passed without the longest of announcement being made, fears arose that it might once more end in disappointment. All the greater, therefore, was the joy and the excitement when the birth of a princess was proclaimed, and it was added that mother and child were doing well. Although no doubt a little prince would have been more welcome, still the stolid Dutch people rejoiced men, women and children giving way to wild manifestations of delight such as one would hardly have believed them capable of and I think that, to a certain extent, the whole civilized world shared their feelings. Politically the event is of the greatest importance settling, as it does, the vexed question of the succession to the Dutch throne, which if the Queen had remained childless, might have become the source of much unpleasantness. Of the seven Christian names which have been bestowed upon the infant princess that of Wilhelmina probably appeals most to the Dutch people, but Juliana is the one by which she is to be called, and it is by no means an inappropriate selection, being that of the famous mother of the great Prince William the Silent, the liberator of the Netherlands from the Spanish yoke and the first Stadthouder of the young republic. It is reported that ten boys and eight girls were born at the Hague on the same day and that two of the latter will be christened Juliana, whilst one will receive the whole of the seven names that have been given to her future sovereign. Last Sunday being the tenth day and the last on which an official bulletin was issued, was kept as a holiday; the streets were gaily decorated with bunting in the orange colours and all offices and shops closed about midday. In the evening a procession of children with bicycles, perambulators and various other means of infantile locomotion paraded the streets, followed later on by one of the grown up population with Chinese lanterns and torches.

THE DEATH OF HERRE VON HOLSTEIN.

On the eighth inst. Herr von Holstein, one of Prince Bismarck's intimates and most trusted subordinates died in Berlin. During the siege of Paris in 1870/1 he held an appointment in the Chancellor's office in Versailles, after which he held several diplomatic posts and finally attained the position of chief of the political department in the foreign office. As such he acted as a sort of permanent Under-Secretary of State under Prince Bismarck and his successors; his relations with the former being so close that his remaining in office after the fall of his chief created considerable surprise. But Herr von Holstein held that his duty to the State must not be interfered with by personal considerations and although the Prince is said to have felt his defection keenly they remained on good terms to the last. His influence went on increasing under the following chancellors and although he kept in the background and avoided public notice as much as possible, he was the real mover in foreign politics. He is believed to have entertained strong feelings of distrust, not to say of hostility, to France, and the Morocco difficulties are generally laid to his charge. His retirement was not altogether voluntary, for having during the illness of Prince Bismarck, as was his practice when meeting with strong opposition in any quarter tendered his resignation as a means of carrying his point, the same went straight to the Kaiser who, much to Herr von Holstein's surprise accepted it. This took place three years ago, but in no wise affected his friendly relations with the Chancellor, whose policy he is supposed to have inspired on several subsequent occasions.

HAMBURG COLONIAL INSTITUTE.

The first half-yearly term of the Colonial Institute in this city ended at Easter and its results are considered eminently satisfactory, 56 students matriculated, of which some twenty are from the colonial and navy departments in Berlin, besides which 45 other hearers attended the various courses of lectures. A considerable increase is looked for during the present term, as a number of candidates for the consular service have been sent to Hamburg by the Foreign Office for the purpose of gaining a practical insight into the overseas trade, several of the leading firms having offered to give them every facility for doing so in their counting houses. They will at the same time attend the lectures at the Colonial Institute, whilst negotiations with a view to the admission of junior employees of other government departments, as the imperial post office, are proceeding.

That the Institute is attracting attention abroad is proved by the recent visits of members, lecturers, and students of the Belgian "Institut commercial des Industries du Hainaut" and by the desire expressed by the British Government to be allowed to send over a member of the Colonial Office for a careful study of the Hamburg Institute and its organisation.

The executive committee have entered into communication with the governors of the German colonies, with various colonial and scientific bodies at home, and abroad, and through the commercial assessors with numerous chambers of commerce, exporters and manufacturers, collecting a vast amount of information to be sifted and classified later on.

The object of the Institute being not only the training of young men for the practical walks of life in the colonies, as government officials, merchants, engineers, farmers &c., but the

promotion of scientific investigation and research as well, the committee have decided to extend their programme, for which however the present teaching staff seems inadequate. They have therefore addressed a request to the Senate for the endowment of seven additional chairs, one of which is for African and one for East-Asiatic subjects. With regard to the latter, the commercial assessors attach special importance to the study of the Chinese language and chief dialects by business men going out to the East, so that firms abroad may be enabled in time to dispense with the services of the compradores whom they have been obliged to employ hitherto in dealing with native merchants. The other five professorships are for German, archaeology, mathematics, engineering, roadmaking, the construction of bridges &c., tropical agriculture, cattle-breeding, veterinary medicine &c. The appointment of an assistant lecturer on the biology of fishes is also recommended.

The Senate has approved the proposals and asked the Bürgerschaft to vote an additional subsidy of M. 100,000 for the purpose which will no doubt be done without meeting with serious opposition.

THE CORPUS CHRISTI FESTIVAL AT THE R.C. CATHEDRAL.

In accordance with a wish expressed by His Holiness the Pope, a Triduum will precede the feast of the Corpus Christi at the Roman Catholic Cathedral, commencing on Friday next the 11th instant, and concluding on Sunday the 13th. The latter date has been fixed by the Right Rev. Bishop Pozzani, Vicar Apostolic of Hongkong, instead of the proper day the 10th, in order to give every facility to all Roman Catholics to attend Church on that day.

During the Triduum there will be General Communion daily from 6 to 7.30 a.m. and His Lordship the Bishop will preach each evening at 8 p.m. The texts proposed for his Sermons being the following:—

First day—"All iniquity is sin, and there is sin unto death" (St. John 5:17); "And Jesus said unto them: I am the Bread of life... if any man eat of it, he may not die" (St. John 6:5).

Second day—"Desire from evil and do good" (Ps. 56:22) "Without me you can do nothing" (St. John 15:6).

Third day—"What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16:26). "He that eats my flesh and drinks my blood has everlasting life" (St. John 6:55).

On Sunday the 13th instant at 8 a.m. there will be a Solemn High Pontifical Mass at which His Lordship Bishop Pozzani will officiate, assisted by the clergy of various Roman Catholic denominations and the Seminarians. During the Mass the Rev. Fr. Agostini Piazek, the Military Chaplain, will read and explain the gospel of the day in a short sermon. The Holy Sacrament will be publicly exposed in a rich monstrance the whole day, and at 5 p.m. Solemn Vespers will be sung by the officiating clergy, responded to by the Sanctuary and Choir of St. Joseph's College. Immediately after the Vespers the Holy Sacrament will be carried by the Bishop in procession round the Cathedral compound accompanied by the clergy of the "Philharmonica." On returning to the Church the Bishop will preach his third sermon. Then, attired in his Pontifical robes, he will intone the Te Deum Laudamus which will be responded to by the Choir. In conclusion the Bishop will administer the Benediction of the Holy Sacrament to the whole Congregation whilst the Choir will sing the Tantum ergo and the Laudate Dominum.

The chapel to the gospel side of the main altar is being installed with electric light at the cost of the members of the Apostleship of Prayer for the forthcoming feast of the Sacred Heart of Jesus on the 18th instant.

Prior to the Pontifical Mass a new Banner consecrated to the Blessed sacrament will be blessed. The members of the Confraternity of this title are having this new banner made at the Italian Convent; its cost to be defrayed by a subscription among them. It is to bear a representation of Our Lord administering the Holy Communion most artistically painted on white silk by Mr. M. Baptista, to whom the Roman Catholic community have been indebted for similar much appreciated services in the past.

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for similar much appreciated services in the past. The attendance of all Roman Catholics in the Colony is earnestly desired at this festival.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for Thursday. The business includes consideration of the following resolution. "It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three Dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909."

The orders of the day are:—

First reading of a Bill entered An Ordinance to amend the Patents Ordinance 1892.

First reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1909.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, [453]

EASTERN EXTENSION, AUSTRALIA, AND CHINA TELEGRAPH COMPANY.

COMMERCIAL DEPRESSION IN THE FAR EAST.

At the 71st half yearly general meeting Sir J. Wolfe Barry (the chairman) stated that the increase of £2,473 in the revenue for the half-year ended December 31 last compared with that for the corresponding period of 1907 was more apparent than real, as the revenue for the past half-year included £10,000 which the company earned over the Tasmanian cable in previous years, but for which the Australian Federal Government refused to account until they were compelled to do by the decision of the High Court. If this exceptional revenue were deducted the figures showed an actual decrease for the half-year of nearly £8,000, which was owing to the commercial depression that had prevailed from some time past in all parts of the Far East. He was, however, inclined to think, from slight indications of improvement recently noticeable in the Straits Settlements and elsewhere, that they had seen the worst of this depression; and he ventured to hope that before very long the financial situation in the countries served by the company's cables would improve. The working expenses for the half-year were £2,692 less than those for the December half of 1907. The balance of cost of the Java-Cocos cable, amounting to £2,710, had been debited during the past half-year to the general reserve fund, together with £1,519 for the partial renewal of the Singapore-Banjouang cable, leaving £1,034,35 to the credit of this fund. The company's cable steamer *Patrol* ran on to a shoal when proceeding last autumn to a cable repair in the Netherlands Indian archipelago. Thanks, however, to the valuable help rendered by the Netherlands Indian Government in promptly sending one of their warships to the assistance of the *Patrol* and to the other facilities available, the steamer was got off the shoal in comparatively short time without sustaining material damage and at a very small cost to underwriters. They desired to record their acknowledgments to the Netherlands Indian Government for their assistance, also for several other instances of their good will towards the company. When addressing the shareholders six months ago he referred to the company's unsatisfactory relations with the Australian Federal Government and to the necessity for closing their Tasmanian stations when the concession giving the company exclusive use of cable communication between Australia and Tasmania expired, unless some arrangement were previously made with the Government on the subject. Unfortunately, the latter event had not taken place, and their Tasmanian stations were therefore closed on the 30th ult., when the concession expired, and the two cables recently laid by the Government between Australia and Tasmania were opened for traffic. The cable communication between these countries was consequently now carried on by the Government when a suitable opportunity occurred in order that they might be utilized elsewhere. He concluded by moving a resolution.

The Marquis of Tweedale seconded the resolution, which was carried.

PHILIPPINE TRADE.

The latest complete statistics of the trade of the Philippines show that no very great change has taken place either in its volume of direction during the occupation of the Archipelago by the United States. The imports of 1900 were twenty millions of dollars, and in 1903 thirty millions, figures which, taken by themselves, suggest a solid increase. In 1902, however, they were thirty millions, and in each of the two following years thirty-three millions. Similarly within the nine years exports rose from nineteen to thirty-two millions, but the latter amount was twice exceeded during the intervening years. The conclusion to be drawn is that the Islands have settled down to normal conditions after a period of disturbance, but that much progress otherwise has not been made. Imports from the United States have trebled, to five millions of dollars, an amount exceeded in 1905; and exports to the United States have grown from three and a half millions in 1900 to ten and a third millions in 1903, a total the lowest for six years. Indeed the failure to advance during these six years is rather remarkable, in view of the degree making trade between America and the Philippines coasting trade. During the period covered by these returns imports from the United Kingdom rose from three millions to six, and exports to the United States from six millions to nearly nine, a figure exceeded twice previously. In 1903, therefore, the United Kingdom sold more to the Islands than did the United States, while their purchases were about fifteen per cent less. Examining some of the chief items we find that Australia and the United States shared the imports of rice in equal proportions; that the United Kingdom imported three-fourths of the cotton cloths, or about six times as much as did the United States, whose sales were fifty per cent less in 1903; that the United Kingdom also supplied three-fourths of the yarn and thread, and nearly the same proportion of the condensed milk. America's contribution in each case being trifling. Of boots and shoes, however, the United States has almost a monopoly. Spain being her only rival, and the United States and the Dutch Indies shared equally the trade in petroleum. The Philippines depend so much on their hemp that falling prices in 1903 caused a "slump" in trade generally, but this was mitigated by a good year in sugar and copra. The United States had the Philippines forced upon her by circumstances, and she views her presence there now as fulfilment of a debt due to civilization. Still no doubt her people expected at least partial compensation from trade, so far they do not seem to have got it.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 12.15 p.m.—The barometer has fallen slightly over the S.E. coast of China and the Loochus, and risen moderately over the N.E. coast of China and N.E. Japan.

The depression lying over Hokkaido yesterday has moved away Northeastwards. A new depression has appeared over E. Manchuria.

The highest pressure is shown over the Pacific between the S. Loochus and the Bonina.

The return from the Yangtze stations are not in hand.

Light or moderate S. to S.W. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S. to S.W. winds, light or moderate; fine.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Loochus. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & neighbourhood S. to S.W. winds, light or moderate; fine.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a specified period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES, A.B.C.
5th Ed. Livers, P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

S.S. "TOURANE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Matapan" from Havre ex "Frederic Morel" and "Ville de Cotte" in connection with above Steamers are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized. All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 7th June, 1909. [2]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT
is now ready and contains:

Epitome of the Week's News.
Leading Articles:
Hongkong's Subsidary Coinage.
Proposed New Peak Tramway.
A Necessary Evil.

China's "Sovereign Rights."
Crock v. Kettle.
Crown Agents and Colonial Trade.

London Reflections.
Hongkong News.
Supreme Court.

Disorderly German Sailors.
Suicide of a Japanese.
The Peak Tramway's 21st Anniversary.

The Typhoon of 1908.—Rewards for
Bravery.
Floating Mine Recovered.

Terrible Tragedy at Sea.

A Sea Mystery.

Farewell to Inspector Withers.

Hongkong Philharmonic Society.

The Vacancy on the Legislative Council.

Japan Notes.

The Macao Boundary.
China and the Fukien Railway Question.

The Lai Hing Case Judgment.

Lloyd's Fire Insurance in Japan.

Foreign Insurance Offices in Japan.

Consular Reports.

Opium and Cigarettes at Fochow.

Hongkong Gymkhana Club.

Shipping Notes.

Japan Tea Trade.

Anhui Copper Mine Trouble.

Rescue in the Harbour.

Hongkong General Chamber of Commerce.

Chinese Temple Collapse.

Canton News.

Coxswain Charged with Manslaughter.

China's "Sovereign Rights."

The "Daily Mail" Cap.

Correspondence:

The Ladies' Benevolent Society.

Macao in Financial Straits.

Belgian Consul's Residence Robbed.

Cheung Chan as a Health Resort.

The Fratras Island Question.

Hongkong Investors in Philippines.

China's Customs Tariff.

The Death of Captain Markham.

The German Travellers Murdered in

Yunnan.

Lawn Tennis.

Import Lawn Tennis.

The Filipino Demand for Independence.

Wedding at the Cathedral.

Company Report:

The Star Ferry Company, Limited.

Company Meetings:

Peak Tramway Company, Limited.

Watkin & Company, Limited.

The Star Ferry Co., Ltd.

Shanghai Companies.

Far Eastern Telegraphs.

The Formosan Aborigines.

Opening of the Shanghai-Hangchow Rail-

way.

The Hankow Tea Market.

Sporadic Soap in Japan.

Shanghai Trade.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage \$2.

Hongkong, 8th June, 1909.

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSSG, at \$6, \$7 and
\$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 25th October, 1906. [623]

INTIMATIONS

NIPPON YUSEN KAISHA.
(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LOFT is no longer in our employ.
T. KUSUMOTO,
Manager.
Hongkong, 7th June, 1909. [823]

E. R.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1909-1910 will be Open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909.

F. H. MAY,
Colonial Secretary.
Hongkong, 2nd June, 1909. [824]

JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE
Showing Kwong Chow-fu, Hongkong,
West, East and North Rivers.

This Map is full of detail, Showing Hills,
Railways, Rivers, Sand Banks, Custom
Houses, etc.

Names in both English and Chinese.
Every Office should have a Copy
Size 55" by 40".

Price on Roller \$5.00
Folded \$4.50
BREWER & CO., LTD.
Pedder Street.
Hongkong, 5th June, 1909. [822]

WANTED.

HOUSE on the UPPER LEVEL, must
be detached, with at least 7 or 8 Rooms,
and Servant Quarters. Unfinished.

Apply— "K."
Care of the Yokohama Specie Bank, Ltd.
Hongkong, 28th May, 1909. [795]

MONEY TO LEND.

\$150,000 to invest on
Mortgage: Mortgagors for smaller amounts can be considered.
Send Particulars of Securities offered to
"X."

Care of "Daily Press" Office.
Hongkong, 20th May, 1909. [537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [748]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang,
the Beautiful Summer Resort and San-
atorium, near Fochow, to be let, fully furnished,
for the whole season. Apply to Office of this
paper for references.

Fochow, 22nd May, 1909. [794]

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale and
Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [533]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of
the Latest FASHIONABLE GOODS
Comprising:

Latest Style VEILING, by Yard and Piece.
Assorted Colours Plain, Dotted and Chiffon.
NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND
COTTON.
Latest Design PRESENTATION HAND-
KERCHIEFS, PLAIN, OPENWORK and
EMBROIDERED.

HOOSAIN-ALI & CO.,
14, Queen's Road, Central.
Hongkong, 7th June, 1909. [41]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO..

FURNITURE & PHOTO GOODS STORE,

26, DES VŒUX ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c. &c.

Cameras fitted with
"ZEISS," "GOELZ," "ROSS" & "ALDIS"
LENSSES.

DEVELOPING AND PRINTING
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1909. [504]

FOR SALE

ELECTRIC PLANT

Consisting of:—
TWO 125 Kilowatt STEAM ALTE-
NATOR SETS Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. Roney & Co.,
direct coupled to Alternators by Messrs.
Johnson and Phillips, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. Browne and Lindley.
For further particulars apply—
HONGKONG ELECTRIC CO., LTD.
St. George's Buildings.
Hongkong, 23rd April, 1909. [649]

THE DAIRY FARM CO., LTD.

BUTTER

AT PRICES TO SUIT EVERYONE.

"BUTTERCUP" Brand 65cts. a lb.
"DAIRYMAID" 70
"DAIRY" 75
"PASTRY BUTTER" 60
"COOKING" 40

OUR SPECIAL
"HONEYSUCKLE" BRAND.

BRAND.
\$1 per lb.

This Butter is the finest in Asia. [663]

PREMIUM BONDS

We are the largest Dealers in the world in these attractive Bonds.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £6000 or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

Authorised Capital	£3,000,000
Subscribed Capital	2,750,000
Paid-up Capital	687,500
II. Fire Funds	3,065,374
	15 7

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEUWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908.

[1019]

INSURANCE

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

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E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

[1]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 15th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

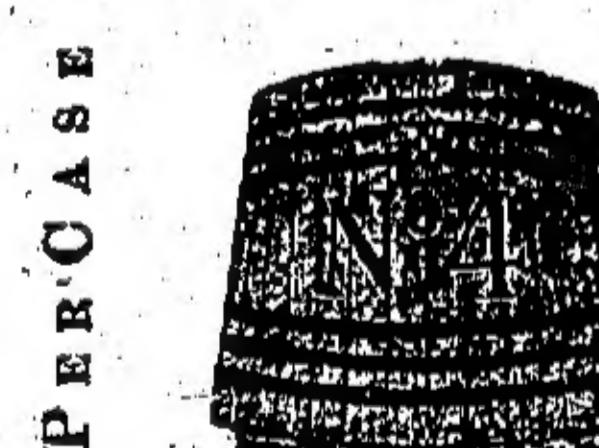
CARLOWITZ & CO.,
Agents.

Hongkong, 5th June, 1909.

[4]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SO LONG IN USE SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 67TH CYCLE TO THE 50TH YEAR OF THE 67TH CYCLE.

PRICE 52 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

BEECKMAN'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will speedily be restored.

They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

Always keep Beeckman's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.

BEECKMAN'S PILLS

Hold in boxes, price 1/- & 2/-.

154

ADVERTISE

Newspaper Advertising is the best of all publicity and the

"HONGKONG DAILY PRESS" is the best medium in South China for Merchants and other business people who desire to reach the Purchasing Public.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

Always select the best. It pays in the long run. The difference in cost between good and bad printing and material is not great.

THE "HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices.

Let your Printing, Paper and Ink to us good as care and skill can make it.

SCIENTIFIC MISCELLANY.

AN EXPLORATION AWAITING A. CARNEGIE—AN AMPHIBIOUS BICYCLE—CURING COLOR-BLINDNESS—THE GAS MANTLE HEATER—TWO SOURCES OF METEORITES—UNCERTAINTY IN FILES—ANOTHER WRONG OLD THEORY—FAULTY HALLS REMEDIED—SCIENCE AND THE MINERS.

Engineers have probed the earth only to a depth of about 6,500 feet below the surface, and Camille Flammarion has lately renewed his old suggestion that a great exploration shaft should be sunk to the utmost possible depth in a thorough investigation of the crust of our planet. This pit should be 200 or 300 yards in diameter, caused with a massive iron ring. The heat increases at an average rate of one Centigrade degree for every 100 feet, and the temperature of boiling water might be expected at a little less than two miles, but the boring should go much deeper. The land in France, as well as certain plains of Belgium, Holland and Romania, should have favorable spots for excavation. Such an undertaking would offer unknown possibilities of practical and scientific results, geological and paleontological curiosities, iron mines, copper mines, precious metals, veins of gold, platinum, silver, radium, etc., and multimillionaires with a dread of dying rich have here an opportunity of acquiring fame and adding to human knowledge.

The amphibicycle, the novel machine of a Lyons mechanician, for travelling on land or water, is a bicycle mounted between two cylindrical steel floats, 8 feet long and a foot in diameter, a propeller and a rudder being attached. In water, the rear wheel of the bicycle operates a friction wheel to drive the propeller. On land the floats, etc., are raised so as not to touch the ground, and the bicycle carries them along as it travels in the usual way. The total weight is about 270 pounds. The machine has travelled readily on ordinary roads, and easily made 5 or 6 miles an hour on the Saone.

Late experience has shown that the colour blind may be taught to name ordinary colours correctly, although they may not see colors as others do. A conductor on the Southern Railway was discharged for colour-blindness, when he began to study colored woolens and paints, and in five weeks passed a rigid colour examination without a mistake. Dr. Brawley has overcome the disadvantages of colour blindness in other persons by a like course of colour study.

The incandescent gas mantle is modified into a heating radiator by Marcel Delage, a Paris engineer. A tube of asbestos thread, of open mesh, is formed on the same mold as the gas mantle, and is cut to proper length and the top drawn together to form a head. Greater solidity is given by dipping into silicate of soda, then drying and calcining on a gas burner. It is next dipped into nitrate of cerium solution and again dried and calcined, this treatment being essential, as the great heat radiation is due to the cerium salt. The completed mantle may even be dropped on the ground without breaking.

In use, it is suspended over a blue flame, six in a row in an open-front stove form of radiator being an effective arrangement, and it heats quickly, making the best use of gas heat by radiating a large part of it horizontally. The bright glow of the mantle gives an attractive and cheerful appearance to the radiator.

There is good reason for believing that the moon was torn out of the earth, the Pacific Ocean being possibly the remaining star, and it appears that the stony fragments, Prof. T. C. Chamberlin thinks, may have been projected into space in the great cataclysm and are even now returning as meteorites. Of the two chief classes of meteorites, the stony ones are found by Prof. W. H. Pickering to be all explained by this theory, while some of the iron ones may have had the same origin.

Unlike the stony meteorites, however, the metallic ones seem to be associated with comets and star showers, coming from more distant regions of space, and falling with greater velocity. The meteorite stone and iron are about equally represented in museums. Many more stones are actually seen to fall, however, and, as they soon decompose and are not easily recognized, they may have been more numerous in the past than now. Of the 29 elements found in meteorites, all are terrestrial.

An astonishing variation in the efficiency of files has been shown by a new testing machine. Five files were worn out in almost exactly the same number of strokes—about 110,000—but the amounts worn away were respectively 44 11.5, 18, 23.5 and 38.3 cubic inches. The variations are more marked on cast iron than on steel. Various factors determine the cutting efficiency, but with differences so great the use of a poor file may change a profitable piece of machine work into a losing one. There is evidently room for progress in the scientific making of the old and familiar file, as well as in their grading.

The heating of a greenhouse by the sun is usually explained by the fact that glass permits the passage of light rays, but is almost impervious to heat rays, so that as the light falling upon the enclosed objects is converted into heat and partially reflected, the reflected rays cannot escape through the glass. Thus the heat accumulates. To test this long established theory, Prof. R. W. Wood blackened two pasteboard boxes, and covered one with a plate of salt, which readily conducts both light and heat, and the other with glass. The salt-roofed box became even warmer than the other, this being true also when the heat was first filtered from sunshine through glass. The conclusion is that the ground and other objects are heated by the incident rays, and that this heat is then spread by convection currents, but, as the confined air

cannot mix and circulate with the outer air, it concentrates a larger amount of heat.

DEATH OF MR. H. G. JAMES.

UPS AND DOWNS OF EASTERN LIFE.

With the death of Mr. Horatio G. James, which occurred at his home in Syed Ali Road, at 2.30 p.m., yesterday, says the "Strait Times" of the 29th ult., after a brief illness, Singapore lost a man of excellent parts who was known here only by many older residents, but who had loomed large in the early days of Hongkong's commercial life. He first came to the Far East in a sailing ship to the firm of Jardine, Matheson & Co., of Hongkong, in which his great abilities and many excellent personal qualities led to his rapid advancement. In 1873 or 1874 he left that firm to go into business for himself with Mr. George Stevens, which partnership lasted for seven or eight years during which Mr. James accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunately, though loss most of his earnings subsequently through unlucky shore transactions, into which he had entered while with Stevens, during which time he had accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunately, though loss most of his earnings subsequently through unlucky shore transactions, into which he had entered while with Stevens, during which time he had accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunately, though loss most of his earnings subsequently through unlucky shore transactions, into which he had entered while with Stevens, during which time 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SHIPPING.

ARRIVALS.

ANGHIN, German str., 1,001, C. Kampel, 7th June—Bangkok and Swatow 6th June, Rice and Timber—Butterfield & Swire.
HAI CHI, Chinese cruiser, 2,800, S. K. Shen, 5th June—Saigon 2nd May.
HAI YUNO, Chinese cruiser, 2,980, Lin, 5th June—Shanghai 2nd June.
KUMANO MARU, Japanese str., 3,147, N. Matheson, 7th June—Melbourne 12th May, General—Nippon Yusen Kaisha.
KWANTUNG, Chinese str., 1,556, W. H. Hunt, 7th June—Shanghai 2nd June, General—Chinese.
LOCKHORN, German str., 1,020, W. Taenert, 6th June—Bangkok 30th May, Rice and Meal—Norddeutscher Lloyd.
LOONSGANG, British str., 1,095, Picknell, 7th June—Manila 5th June, General—Jardine, Matheson & Co.
L. SCHEIFF, German str., 7th June—Canton.
RUSH, British str., 1,619, R. W. Almond, 7th June—Manila 5th June, General—Shewan, Tomes & Co.
TSURUGIYAN MARU, Jap. str., 2,560, Matsuda, 7th June—Mikko 1st June, Coal—Mitsui Bussan Kaisha.
VICTORIA, Swedish str., 969, Thos. Eckell, 7th June—Haiphong and Hanoi 6th June, Rice—Wallon & Co.
WAKASA MARU, Jap. str., 2,884, N. Nielsen, 7th June—Shanghai 4th June, General—Nippon Yusen Kaisha.
WOGLAND, German str., 2,580, Maher, 6th June—Shanghai 2nd June, General—Carlowitz & Co.
YATSHING, British str., 7th June—Canton.
YINGCHOW, British str., 1,216, W. Frazer, 6th June—Shanghai 3rd June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

DEPARTURES.

Haiyang, British str., for Swatow.
Hakow, Norwegian str., for Bangkok.
Kunming, Chinese str., for Moji.
Kwangtung, Chinese str., for Canton.
L. Scheiff, German str., for Chinkiang.
Pakid, German str., for Swatow.
Polynesian, French str., for Europe, &c.
Woogland, German str., for New York.
Yatshing, British str., for Shanghai.
Yingchow, British str., for Canton

7th June.

CHIASHING, British str., for Canton.
FOOKSANG, British str., for Shanghai.
HANGSANG, British str., for Canton.
TOURANE, French str., for Shanghai.
WINGBANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Yingchow reports: Light E.W. winds, slight sea and fine weather.
The British str. Woogland reports: Light winds, slight sea and fine weather.
The Chinese str. Kwangtung report: Experienced light Southerly winds & fine weather with moderate S.S.W. swell to Hieshan, thence thick misty fog to Dodd Island, thence light airs and calms, fine and clear weather with smooth seas to port.

VESSELS IN DOCK.

June 7th.

ABEEDEN DOCK.—Kowloon—Sumatra, Chan Po, Spir.
COSMOPOLITAN DOCK.—Asia.

TAIKO DOCK.—Maple Leaf, Chenon, Tean, Taming, Petchaburi.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belisito, will be despatched as above on FRIDAY, the 11th inst., at NOON.
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd June, 1909. [4]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL
(With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June.
S.S. "ST. PATRICK" About 13th July.
For Freight and further information apply to

SHEWAN TOMES & Co., General Agents.
Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909. [820]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAMES	FLAG & CO.	BIRTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON &c. VIA ROYAL PORTS OF CALL...	DELHI	Brit. str.	G. W. Gordon, E.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE &c...	POONA	Brit. str.	A. F. Vines, E.N.E.	P. & O. S. N. Co.	About 16th inst.	
ANTWERP, ROTTERDAM & HAMBURG, &c...	SIRHONA	Ger. str.	Brehmer	HAMBURG-AMERICA LINE	On 8th July.	
BREMEN, HAMBURG & ROTTERDAM, &c...	SCARIA	Ger. str.	Schirmer	HAMBURG-AMERICA LINE	On 11th inst.	
HARVE & HAMBURG VIA STRAITS, &c...	SENOGAMBIA	Ger. str.	Eckhorn	HAMBURG-AMERICA LINE	On 17th inst.	
MARSEILLE, HARVE & COPENHAGEN, &c...	CANTON	Swed. str.	K. W.	HAMBURG-AMERICA LINE	On 10th July.	
MARSEILLE, &c. VIA PORTS OF CALL...	FOLTMESSEN	Fr. str.	Broe	MELCHERS & CO.	About 8th inst.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c...	WAKASA MARU	Jap. str.	N. Nielsen	MESSENGERIES MARITIMES	To-morrow, at Daylight	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c...	DENBIGHSHIRE	Brit. str.	W. Barrett	NIPPON YUSEN KAISHA	About 12th inst.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c...	SADO MARU	Jap. str.	Geo. Andersons	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c...	SCANDIA	Ger. str.	v. Dohren	HAMBURG-AMERICA LINE	On 1st July.	
MARSHALL, HARVE & HAMBURG, &c...	SILVA	Ger. str.	Porzelius	HAMBURG-AMERICA LINE	About 30th inst.	
MARSHALL, HARVE & HAMBURG, &c...	HIBANO MARU	Ger. str.	Wm. Fraser	NIPPON YUSEN KAISHA	On 2nd July.	
MARSHALL, HARVE & HAMBURG, &c...	MANSHU MARU	Brit. str.	C. Dawers	TO KIWI KAISHA	On 1st July, at Noon.	
MARSHALL, HARVE & HAMBURG, &c...	MARSHAL	Brit. str.	Nitsche	MELCHERS & CO.	On 16th inst., at Noon.	
MARSHALL, HARVE & HAMBURG, &c...	WILHELM	Brit. str.	Mohr	MELCHERS & CO.	On 26th inst., P.M.	
MARSHALL, HARVE & HAMBURG, &c...	MONTEAGLE	Brit. str.	DODWELL & CO., LTD.	About 7th inst.		
MARSHALL, HARVE & HAMBURG, &c...	TACOMA MARU	Jap. str.	DODWELL & CO., LTD.	On 22nd inst.		
MARSHALL, HARVE & HAMBURG, &c...	OCEANO	Brit. str.	C. F. Ferdinand	CANADIAN PACIFIC R. CO.	On 12th inst., at 6 P.M.	
MARSHALL, HARVE & HAMBURG, &c...	PATHAN	Brit. str.	W. E. F. Ferdinand	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.	
MARSHALL, HARVE & HAMBURG, &c...	INDRANI	Brit. str.	T. Harrison	On 3rd July.		
MARSHALL, HARVE & HAMBURG, &c...	EMPEROR OF JAPAN	Brit. str.	K. Kawara	TO DAY, at 4 P.M.		
MARSHALL, HARVE & HAMBURG, &c...	MONTEAGLE	Brit. str.	N. Nielsen	On 23rd inst., at 4 P.M.		
MARSHALL, HARVE & HAMBURG, &c...	TACOMA MARU	Jap. str.	N. Nielsen	On 11th inst., at Noon.		
MARSHALL, HARVE & HAMBURG, &c...	WILHELM	Jap. str.	N. Nielsen	On 15th inst., at 4 P.M.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	N. Nielsen	On 18th inst., at 10 A.M.		
MARSHALL, HARVE & HAMBURG, &c...	NIKKO MARU	Jap. str.	P. E. Elgy	On 20th inst., at Noon.		
MARSHALL, HARVE & HAMBURG, &c...	CHANGSHA	Jap. str.	P. E. Elgy	On 9th July.		
MARSHALL, HARVE & HAMBURG, &c...	PRINZ WALDEMAR	Jap. str.	P. E. Elgy	TO day, at 4 P.M.		
MARSHALL, HARVE & HAMBURG, &c...	EMPEROR OF JAPAN	Jap. str.	P. E. Elgy	On 11th inst., at 5 P.M.		
MARSHALL, HARVE & HAMBURG, &c...	KUMANO MARU	Jap. str.	P. E. Elgy	On 12th inst.		
MARSHALL, HARVE & HAMBURG, &c...	SANUKI MARU	Jap. str.	P. E. Elgy	On 13th inst.		
MARSHALL, HARVE & HAMBURG, &c...	PRINZ SIGISMUND	Jap. str.	P. E. Elgy	On 14th inst.		
MARSHALL, HARVE & HAMBURG, &c...	KUMANO MARU	Jap. str.	P. E. Elgy	On 15th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 16th inst.		
MARSHALL, HARVE & HAMBURG, &c...	NIKKO MARU	Jap. str.	P. E. Elgy	On 17th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 18th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 19th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 20th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 21st inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 22nd inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 23rd inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 24th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 25th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 26th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 27th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 28th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 29th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 30th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 31st inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 1st inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 2nd inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 3rd inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 4th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 5th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 6th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 7th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 8th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 9th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 10th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 11th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 12th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 13th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 14th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 15th inst.		
MARSHALL, HARVE & HAMBURG, &c...	YOSHINO MARU	Jap. str.	P. E. Elgy	On 16th inst.		
MARSHALL, HARVE & HAMBURG, &c...	Y					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DEVARHA ... 10 A.M., 10th June	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI ... Noon, 12th June	Sea Special of Call.
LONDON AND ANTWERP	POONA ... About 16th June	Freight only.
VIA SINGAPORE, PENANG, COLOMBO PORT	ANG, COLOMBO PORT ... Capt. A. R. Vines, E.N.R.	SAIL and Marseilles
SHANGHAI, MOJI, KOBE	MALTA ... About 17th June	Freight and Passage.
YOKOHAMA	Capt. G. M. Monford, E.N.R.	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1909.

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU SADO MARU TOSA MARU	6500 6500 6000	WEDDAY, 9th June, at Daylight WEDDAY, 23rd June, at Daylight TUESDAY, 8th June, at 4 P.M.
VICTORIA, B.C., SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOAKI, SHIMIDZU and YOKOHAMA	Capt. N. Nielsen Capt. Geo. Anderson Capt. T. Harrison Capt. K. Kawara NIKKO MARU KUMANO MARU KUMANO MARU SANUKI MARU	6500 6000 6000 6500 6000 6000 6000	TUESDAY, 22nd June, at 4 P.M. FRIDAY, 11th June, at Noon FRIDAY, 9th July, at Noon WEDDAY, 9th June, at Noon FRIDAY, 11th June, at 5 P.M. THURSDAY, 17th June, at 5 P.M. THURSDAY, 17th June, at 5 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Capt. M. Yagi KUMANO MARU YOKOAKI, SHIMIDZU, SEATTLE and VICTORIA, B.C.	6000 6000 6000 6000	FRIDAY, 9th July, at Noon WEDDAY, 9th June, at Noon FRIDAY, 11th June, at Noon SUNDAY, 20th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. N. Matheson Capt. N. Matheson Capt. K. Homma YOKOAKI, SHIMIDZU, SEATTLE and VICTORIA, B.C.	6500 6000 6500 6000	FRIDAY, 11th June, at Noon WEDDAY, 9th June, at Noon FRIDAY, 11th June, at Noon SUNDAY, 20th June, at 5 P.M.
SHANGHAI, MOJI, KOBE	Capt. A. E. Moses	9000	
YOKOHAMA	Capt. K. Soyeda	4500	

* Omitting Shanghai.
S Fitted with New System of Wireless Telegraphy.

† Cargo only.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - - (Capt. H. FRASER) - - About Wed. 30th June

KAMO MARU - - (Capt. F. L. SOMMER) - - About Wed. 28th July.

MISHIMA MARU - - (Capt. A. E. MOSES) - - About Wed. 25th August.

ATSUTA MARU - - (Capt. Wm. THOMPSEN) - - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1st June, ENDING 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90
2nd " 80 70 60 50

OPTION OF RAIL BETWEEN CALLING PORTS IN JAPAN.

FOR FURTHER PARTICULARS APPLY TO

T. KUSUMOTO,
MANAGER. [15-93]

Hongkong, 8th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
+ ANPING VIA SWATOW,	"SOSHU MARU"	WEDDAY, 9th June, at 10 AM.
+ AMOY	Capt. K. Sugi	at 10 AM.
+ SHANGHAI VIA SWATOW	"BUJUN MARU"	THURSDAY, 10th June, at 10 AM.
+ AMOY & FOOCHOW	Capt. Y. FUSENO	at 10 AM.
+ TAMSUI VIA SWATOW,	"DALIN MARU"	SUNDAY, 13th June, at 10 AM.
+ AMOY	Capt. Y. KURUBAEI	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Midships. Unravelled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager. [13]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
HAIYANG	SWATOW, AMOY & FOOCHOW.	TUESDAY, 8th June, at 1 P.M.
HAICHING	AMOY & FOOCHOW.	SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 5th June, 1909. [10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
SHANGHAI	"YATSHING" ... Wednesday, 9th June, Noon.
SHANGHAI	"HANGSANG" ... Thursday, 10th June, Noon.
TIENTSIEN SWATOW, WEIHAI WEI & GEFOO	"CHIPISSHING" ... Friday, 11th June, Noon.
SHANGHAI	"LOONGSANG" ... Friday, 11th June, 4 P.M.
SHANGHAI	"WINGSANG" ... Saturday, 12th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" ... Tuesday, 15th June, Noon.
SANDAKA	"MAUSANG" ... Wednesday, 16th June, Noon.
SINGAPORE & SAMARANG	"AMARA" ... Thursday, 17th June, 4 P.M.
MANILA	"YUENSANG" ... Friday, 18th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG" ... Saturday, 3rd July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 6.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLE, HAVRE, COPENHAGEN AND GOTHEBORG	"CANTON" ...	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM" ...	Middle of June.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

[6]

Hongkong, 24th May, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

[16]

Hongkong, 8th June, 1909.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mails to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalay and Siberia:

12th June	at 8.30 p.m.
17th	at 8.00 p.m.
19th	at 8.30 p.m.
24th	at 1.00 p.m.

The Despatch, with the English mail of the 14th May, left Singapore on Friday, the 4th instant, at 6 p.m., and may be expected here to-morrow at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 13th April and the parcel mails closed in London for despatch by the all sea route on the 5th May and for despatch overland on the 12th May.

FOR
Bangkok.....
Shanghai.....
Amoy, Singapore and Bangkok.....

EUROPE, &c., India via Taticorin.....
(late Letter 11.00 a.m. to Noon Extra Postage 10 cents).....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).....

Swatow, Amoy and Foochow.....
Manila.....
Amoy, Manila, Cob and Ilotie
Keeling, Shanghai, Moji, Kobe, Yokkaichi,
Shimoda, Yokohama, Victoria B.C. and
Seattle Wash.....
Singapore, Penang and Colombo.....
Swatow and Bangkok.....
Amoy.....
Hoihoi and Haiphong.....
Swatow, Amoy and Anping.....
Wuhaiwei, Choofoo and Tientsan.....
Kuofu and Sandakan.....
Shanghai.....
Tsingtao.....
Nagasaki, Kobe and Yokohama.....
Macao.....
Manda.....
Yokohama, Kobe and Moji.....
Shanghai.....
Macau.....
Singapore, Penang, and Calcutta.....
Moji and Salina Crus.....
Shanghai.....
Shanghai, Mania, Tharaday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle, &c.,
Singapore, Penang and Bombay.....
Shanghai.....
Macao.....
Samrang, Sourabaya and Batavia.....
Weihaiwei, Chefoo and Tientsan.....
Kobe and Yokohama.....
Manila.....
EUROPE &c., India via Taticorin.....
(late Letter 11.00 to Noon Extra Postage 10 cents).....
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents).....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).....
The Far East will be closed Friday, the 11th inst., at 5 p.m.

Amoy, and Foochow.....
Manila.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (E.O.)
SIBERIAN MAIL TO EUROPE.....
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents).....
SIBERIAN MAIL TO EUROPE.....

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle.....

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

		June 7th.
ON LONDON:		1/9 1/2
Telegraphic Transfer	1/9 1/2	
Bank Bills, on demand	1/9 1/2	
Bank Bills, at 30 days' sight	1/9 1/2	
Bank Bills, at 4 months' sight	1/9 1/2	
Credits, at 4 months' sight	1/9 1/2	
Documentary Bills 4 months' sight	1/9 1/2	
ON PARIS:		22/2
Bank Bills, on demand	22/2	
Credits, at 4 months' sight	22/2	
ON GENEVA:		18/3
On demand	18/3	
ON NEW YORK:		43/4
Bank Bills, on demand	43/4	
Credits, at 60 days' sight	43/4	
ON BOMBAY:		13/4
Telegraphic Transfer	13/4	
Bank, on demand	13/4	
ON CALCUTTA:		13/4
Telegraphic Transfer	13/4	
Bank, on demand	13/4	
ON SHANGHAI:		7/4
Bank, at sight	7/4	
Private, 30 days' sight	7/4	
ON YOKOHAMA:	—On demand	37
ON MANILA:	—On demand—Peso	38
ON SINGAPORE:	—On demand	76
ON BATAVIA:	—On demand	107
ON HAIPHONG:	—On demand	9 1/2
ON SAIGON:	—On demand	84
ON BANGKOK:	—On demand	84
SOVEREIGN'S, Bank's Buying Rate	\$11.05	
GOLD LEAF, 100 fine, per oz	\$57.80	
BAR SILVER, per oz	24	

SUBSIDARY COINS.

		per cent
Chinese	20 cents pieces	38.18 discount
Chinese	10 "	38.60
Hongkong	20 "	37.60
Sabu Maru	90 " 1/2	37.80

OPIUM.

		June 5th.
Quotations are:		
Malwa New	\$1.100	1,150 per picul.
Malwa Old	\$1.100	1,200
Malwa Old	\$1.210	1,250
Malwa Y. Old	\$1.250	1,320
Persian fine quality	\$1.050	1,090
Persian extra fine	\$900	950
Patna New	\$1.020	per chest.
Patna Old	\$1.035	"
Banaras New	\$1.035	"
Banaras Old	\$1.035	"

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. str. *Devanha* left Singapore for this port on the 4th instant at 6 p.m. with the outward English Mail, and is due here to-morrow at about 9 a.m.

THE INDIAN MAIL.
The Indo-China str. *Kunming* from Calcutta and the Straits left Singapore for this port on the 2nd inst.

THE AMERICAN MAIL.
The T.K.K. str. *Tonyo Maru* from San Francisco, will sail from Yokohama 1st instant, and is due to arrive at this port 11th inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* left Vancouver a.m. on Thursday the 3rd instant for Hongkong via the usual Ports of call.

MERCHANT STEAMERS.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 4th instant, and is expected here to-day.

The Glen Line str. *Glenesk* left Singapore on the 3rd inst. morning, and is expected to arrive here to-day.

The H.A. Line str. *Brasil* left Singapore on the 3rd instant a.m. and may be expected here to-morrow.

The Bank Line str. *Gymnia* sailed from Yokohama to Hongkong via Kobe, Moji and Manila on the 5th instant.

The Mexican & Oriental S.S. Line Ltd. str. *Erol* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The Ben Line str. *Bealed* from Loith, Antwerp and London left Singapore on the 2nd instant for this port.

The E. & A. str. *Eastern* left Sydney on the 5th inst. via Queensland, Ports, Port Darwin, Timor and Manila.

The N.Y.K. str. *Sanuki Maru* (European Line) left Singapore on the 4th instant, and is expected here on the 10th inst.

The Swedish str. *Canton* left Shimomosaki on the 5th inst. and may be expected here on or about the 10th inst.

The C.N.C. str. *Changsha* left Sydney on the 17th ult. and is due here on the 11th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected here on the 13th inst.

The N.Y.K. str. *Yutoryu Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th ult. and is expected here on the 19th inst.

STORES AND DISPENSARIES.
Campbell, Moore & Co., Limited.....

Wm. Powell, Limited.....

Watkins, Limited.....

A. S. Watson & Co., Limited.....

Weissmann, Limited.....

United Asbestos Oriental Agency, Limited {

Union Waterboat Co., Limited.....

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names.

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[52]

THE SAME TO-DAY

150 YEARS.

UNVARIED FOR

150 YEARS.

THE WHISKY OF THE NEW WORLD

"CANADIAN CLUB"

WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

381

HONGKONG METEOROLOGICAL REGISTEE.

Hongkong Observatory, June 7th.

Previous Day at 4 p.m. On Date at 10 a.m. On Date at 4 p.m.

Barometer..... 29.81 29.90 29.84

Temperature ... 62 84 85

Humidity 81 73 69

Wind Direction SSW SW W

Force 1 1 1

Weather o o c

Rain — 0.16 —

Highest open air Temperature on 6th.... 83

Lowest open air Temperature on 6th.... 76

Printed and Published by BERTHAM A. HALE for the Concerned at 10A. Des Vaux Road Central Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

THE HONGKONG DAILY PRESS, TUESDAY, JUNE 8TH, 1909.

52

Printed and Published by BERTHAM A. HALE for the Concerned at 10A. Des Vaux Road Central Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

52

THE MOST CELEBRATED CIGARETTES IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

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W. D. & H. O. WILLS

BRISTOL & LONDON.

514

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 7TH, 1909.

For EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press, Office and
to the Local Booksellers.

No. 15,952. 第二十五百九千五萬一第一 日一十二月四年元祐宣 HONGKONG, TUESDAY, JUNE 8TH, 1909. 二拜福 故八月六年九百九十一英港香 PRICE, \$3 PER MONT.

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AT
'MOUTRIES'
FOR
THE PIANO
36 YEARS' EXPERIENCE.
SATISFACTION GUARANTEED.

S. MOUTRIE &
CO. LIMITED.

[a40-1]

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.
SURROUNDED BY DELIGHTFUL GARDENS,
Excellent Cuisine.

O. E. OWEN,
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[a692]

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PORLTAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April 1908. [a627]

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GRAND HOTEL
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE & M. MAILLE Proprietaires.

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LIMITED.
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7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
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NIGHT CARS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noont to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
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Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

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OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★	\$22.50
" ★★★	20.00
" ★★	17.00
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
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PORT WINE, INVALIDS	20.00
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SHERRY, LA TORRE	16.00
" AMOROSO	20.00
BENEDICTINE, D.O.M.	Qts. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSEN. & CO.
HONGKONG AGENTS.

[a51]

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(TELEPHONE 97).

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WATERPROOF COATS
(RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK
REGULATION ARMY AND NAVY
COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS

(NO RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

[a33]

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60 AND 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN
BILLIARD TABLE,

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Rs 1.460.

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[a935-3]

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BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,
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Hongkong, 4th June, 1909. [a35]

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FOR A SHORT SEASON ONLY.

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JUNE 10TH, "THE GAY GORDONS."

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" 12TH, (MATINEE) "THE DANDY DOCTOR."

" 14TH, "THE MERRY WIDOW."

" 15TH, "THE PRINCE OF PILSIN."

" 16TH, "A WALTZ DREAM."

FULL ORCHESTRA. 24 BALLET 24.

A SPECIAL MATINEE WILL BE GIVEN NEXT SATURDAY,
THE 12TH INST., COMMENCING AT 3 P.M.

PLAN OF SEATS AT MOUTRIE & CO.

PRICES \$3, \$2 & \$1.

Hongkong, 4th June, 1909. [a821]

Hongkong, 24th July, 1909. [a651]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.

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Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS,

A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1909. [a651]

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PRIVATE HOTEL.

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MACDONNEL ROAD.

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TELEGRAPHIC ADDRESS: "SACHSOLA."

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throughout. Billiards, Tennis, Croquet.

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STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

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Apply to MRS. E. W. WATTS,

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Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

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A thoroughly First-Class and Up-to-Date Hotel.

Large and Airy Rooms, affording every comfort
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Table D'Hote at Separate Tables.

Moderate Rates.

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For Particulars, apply to

M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1908. [a43]

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
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REASONABLE RATES.

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E
VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN \$16.50

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BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

that the line seems to have been fairly well laid out is distinctly well ballasted, and carefully laid. It is probably true that, as stated by the *Times* Correspondent, the rails had been rejected previously, and we are informed that they are certainly neither in quality, nor in section such as would have been willingly passed by an independent engineer. These defects are, however, probably not the fault of the Engineer, who was seemingly compelled to make the best of the materials placed in his hands by his directors. Mr. JEME TIENYOW, Engineer-in-chief of the Peking and Kalgan Railway, and a thoroughly trained Engineer, whose work in the North would be a credit to any engineer of whatever nationality, is named as the Consulting Eng near of the line, which, however, he has never seen, and which certainly shows few, if any signs of his fostering care. Mr. JEME has been granted the rank of Taotai, and this in his case probably meant that he was granted substantive as well as honorary rank, which it would apparently have been better to give bestowed on Mr. Hsu as well. Probably in such a case the work would have been finished and handed over in better trim. It is interesting to note that one of Chinese speakers at the opening, Mr. S. K. TSO, was not deterred by any fear of consequences from openly expressing his opinion that the Government ought to abolish the *Likin* taxes, "in order that merchants may enjoy to their fullest extent the privileges supposed to be conferred on them." The utterance of such a sentence at such a time in the presence of the high provincial authorities is certainly a wholesome sign that the Chinese Government, as such, is in its present condition quite prepared to listen to the expression of public opinion, and prepared to shape its course accordingly. We have always set a high store on the capacity of the Chinese people for self-government, especially in financial affairs, and welcome every indication of an approach to mutual confidence. Still, as Mr. Tso reminded his audience, the line was but an "experience by Chinese who had acquired their knowledge in Europe and America." It was the insertion, indeed, of the sharp end of the wedge, but the wedge had to be driven home, and judging from the present outlook that would be a work of extremely slow progression. The line was open, and had a terminus somewhere near Shanghai; within the last year or so the city authorities had made great progress with their own communications. It was now possible to drive in an ordinary carriage the whole way from the Foreign Settlement through the Nantao suburb of the city right up to the Railway terminus, a distance of close on three miles: the whole of this suburb, a very important one, with a population of probably quarter of a million, was not traversed by well paved roads, and building on vastly improved lines was now progressing rapidly. More—sanitation was being attended to, the formerly feid pools and creeks were being cleansed and drained, and well made sewers were being laid everywhere. Recently water-works have been constructed for the supply of the city and suburbs, and though as yet the supply leaves much to be desired, it is an indication that the spirit of progress is about. In fact it is questionable if this reform, which has been carried out so quietly that few of the residents are aware of it, is not a more wholesome sign of progress than the Railway itself. The railway, as we said, has a terminus; but here all Chinese railways, so far at least as we have seen, have entirely failed to grasp the necessary conditions. Though a road has been made, the situation is in the last degree inconvenient. It is remote, and entirely cut off from the business section of the city and settlements, and occupies nearly as long to arrive at as does the journey from Shanghai to Sungkiang, slow as that is. Moreover there are absolutely no means of carriage of goods, nor if goods arrived is there any means of conveying them on the railway. The first object of an engineer worthy of the name in carrying his line into an important port of Shanghai, which shares with Calcutta the ambition of being the largest emporium in Asia, would naturally be to connect his line in the easiest and most complete manner with the wharves, alongside which are daily moored steamers of a capacity much exceeding twenty thousand tons. It is noteworthy that no single case has any attempt been made to convey goods for either export or import between the railways and the wharves. Even at Tientsin where the train actually runs alongside the jetties, and where steamers are frequently delayed between the jetties and Tientsin, it never seems to have occurred to anyone connected with the management of the railway that a very great economy would result to the trade of the port were the cargoes, instead of being conveyed up the river by the steamers, landed and put on board the train at Tongku, whence they could be readily

delivered into godown at Tientsin. At present a continuous line of wharves some seven miles long runs along the river, and could be readily served from the existing lines of railway, yet neither in the case of the Shanghai-Nanking, nor of this new line to Kashih, has the slightest attempt been made to effect a junction. It is noteworthy, in the case of Shanghai, that provision has been made in the Land Regulations of the Settlements for the acquisition under compulsory powers at a fair rate of the land required for such extensions; so that the obstruction does not proceed from any unwillingness on the part of the Foreign Municipalities, who would, on the contrary, lend every assistance to such a project.

We have recently spoken at length on the present policy of the reactionary party in China, and of the manner in which it is taking advantage of the natural desire of the Chinese Government and people to finance their own undertakings, that it is only necessary to draw attention to these wilful obstacles thrown in the way of development as an evidence of the lengths to which that party is prepared to go. Meanwhile the present unfinished state of the railway can only be attributed to an intention to deliberately wreck not only this, but all the other industrial efforts of the progressives, who are anxious to raise the position of China amongst the greater nations of the world.

Amongst the other tendencies of the present fashion for improving the internal communications is a growing desire to assimilate the standards of weight and measurement. Some twenty one centuries ago the great monarch Tsing Shihwangeti, on assuming formally the government issued a proclamation calling for an assimilation of the standards. His decease a few years later, before the re-form had been accomplished, caused it to be shelved, and from that time to the present affairs have been growing worse in China. The necessities of railway engineering are now bringing about a general desire for a settlement; the new line, according to the Engineer is 83 miles and 960 feet long, which he tells us is exactly 112 li. A li, everyone connected with China knows, has hitherto been the most indefinite measure, but according to Mr. Hsu's measurement, for the future it must be taken at exactly 1,800 feet English. A previous endeavour to establish a standard on the part of Mr. T. W. KINGSMILL, of Shanghai, had put it on an average at 1,830 feet; the difference, it will be seen, is not very material; but in view of the present disposition to extend the present lines, it will prove of great advantage to China that the length should be once and for all definitely fixed. 1815 feet or 330 yards of 54 feet English would perhaps fit in most readily with Chinese and English land measures. This would be $\frac{1}{2}$ of an English mile.

The N.C. Daily News is informed that the meatpacking establishment at Hankow, which is exporting frozen pork to England in the P. & O.s. *Palmer*, is entirely controlled by the firm which manages the cold storage of Manchester.

The utmost care is being taken in the inspection of all pigs before they are slaughtered for export.

A serious fire occurred in East Hanbury Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and foreman A. E. Fenton, of Hongkong, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Chicago is experiencing an unprecedented invasion of Japanese. It is stated that a single lodging-house at Fifty-first and Clark streets, the headquarters for 700 new arrivals, whereas three months ago, it is said, there were only 200 in the whole city. The newcomers are artisans, domestic servants, and labourers, all strong and vigorous. They assert that they are driven by persecution from California and other Pacific Coast States. Others, it is said, are to follow them.

The hearing of the second application by the Chinese Government of the surrender of Lau Fat Tung, on a charge of armed robbery within the jurisdiction of China, was resumed by Mr. F. A. Hazelund at the Magistracy yesterday, when he decided that the prisoner should be discharged. He will, however, be confined to goal for one week to allow the Crown Solicitor time to consider the case. Lau Fat Tung was formerly tried by Mr. Kemp, discharged, and subsequently re-arrested.

An interesting case is occupying the attention of the H. M. Supreme Court at Shanghai. S. J. Michael is suing J. E. Ellis for the difference between the contract price of 50 Shanghai Dock shares which were purchased at Tls 89 per share, and not being taken up by the defendant, were disposed of at Tls 72 $\frac{1}{2}$ per share. The defence is that the shares were never intended to be taken up, and that the contract was in fact a gaming or wagering contract. According to the defence there was an agreement between the plaintiff and defendant to divide the profit or loss resulting from the sale before Settlement Day. Plaintiff denies this version of the transaction.

Mr. J. H. Kemp, sitting as coroner, and a jury inquired into the cause of death of a Chinese named Tse Hong, 85 years of age, at the Magistracy yesterday afternoon. Deceased was knocked down by a tramcar at Wan-chai on May 12th, and died on the 29th of the same month. The medical evidence showed that death was due to multiple injuries and septicemia. The story told by other witnesses was to the effect that the motorman of the car did all in his power to avoid the collision. But apparently deceased was deaf, for he made no attempt to get clear of the line. When close upon the old man the motorman applied the emergency brake, but deceased was knocked down. The jury returned a verdict of accidental death.

A number of week-end robberies were reported to the police yesterday. A silver bowl valued \$40 and numerous other articles belonging to A. Gubay, of No. 1, Leighton Hill Road, were removed from the hall of his residence. A house in West Terrace was broken into some time on Sunday night, and 400 stolen. Mr. Asto, manager of Messrs. Noronha and Co., reports that the safe in his office was opened by a detective key and \$35 extracted.

We have received a copy of the second annual report of the Overseas League which was founded in 1907 with a view to promote British trade, and to voice and endeavour to rectify legitimate grievances of British subjects overseas. The Secretary is Mr. A. G. Wise, not the genial gentleman of that name whom Hongkong knows.

Arcadio Arellano, member of the Manila municipal board, has introduced a motion calling upon the municipal board to take steps to fix the price of meat in the public markets in the same way as the prices of other commodities, such as light, water and transportation on street cars, are regulated. Sr. Arellano, in introducing his motion, explained that he has been informed that the price of meat in the markets had been raised 25 per cent. as a result of the determination of certain cattle importers and dealers to make a corner in cattle imported on the hoof.

Mr. T. H. Liddell, the artist, who recently exhibited in London a large number of paintings executed by him during a visit to China had an unpleasant experience recently which is told in the following Police Court report:—A rough-looking young fellow named James Petrie, living at Carlton-mews, Maida Vale, was charged on a warrant at Marylebone with assaulting Mr. Thomas Hodgson Liddell, an artist of Carlton Studio, Carlton Vale. The prosecutor said that while passing through Carlton-mews he saw two small boys fighting, and he endeavoured to separate them, with the result that he was followed by a crowd of the inhabitants, who showed themselves hostile for his having interfered with the children. At the corner of Portobello-mews they surrounded and attacked him, and he had to defend himself as best he could. The prisoner dealt him a heavy blow on the forehead, and knocked him down. While on the pavement the crowd also knocked him about. Petrie was fined 20s., or fourteen days' imprisonment.

Home papers received by yesterday's mail announce that H.E. Tang Shao Yi had booked to leave Geneva by the N. D. L. steamer *Yorck* on May 20th. We learn, however, that His Excellency is returning to China via Siberia.

At the shareholders meeting of the Banque de l'Indo-Chine held at Paris last month, the report presented stated that the results of 1909 allowed the distribution of a dividend of Frans 50 as compared with Frans 47.50 for the preceding year. This distribution was approved.

The plague return for the week ending June 5th records nine new cases in the Colony.

There were ten deaths during the week. The total number of cases since the 1st of January is given as 86, of which 77 were fatal. Another case from Yau-nan was notified during the 48 hours ended at noon yesterday.

The N.C. Daily News is informed that the meatpacking establishment at Hankow, which is exporting frozen pork to England in the P. & O.s. *Palmer*, is entirely controlled by the firm which manages the cold storage of Manchester.

The utmost care is being taken in the inspection of all pigs before they are slaughtered for export.

A serious fire occurred in East Hanbury Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and foreman A. E. Fenton, of Hongkong, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Chicago is experiencing an unprecedented invasion of Japanese. It is stated that a single lodging-house at Fifty-first and Clark streets, the headquarters for 700 new arrivals, whereas three months ago, it is said, there were only 200 in the whole city. The newcomers are artisans, domestic servants, and labourers, all strong and vigorous. They assert that they are driven by persecution from California and other Pacific Coast States. Others, it is said, are to follow them.

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A serious fire occurred in East Hanbury Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and foreman A. E. Fenton, of Hongkong, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

Chicago is experiencing an unprecedented invasion of Japanese. It is stated that a single lodging-house at Fifty-first and Clark streets, the headquarters for 700 new arrivals, whereas three months ago, it is said, there were only 200 in the whole city. The newcomers are artisans, domestic servants, and labourers, all strong and vigorous. They assert that they are driven by persecution from California and other Pacific Coast States. Others, it is said, are to follow them.

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CORRESPONDENCE.

LIFE INSURANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Priory Mount,
St. Leonards-on-Sea.
May, 12th, 1909.

DEAR SIR.—A copy of your issue of the 3rd April containing the letter of the Secretary of the Standard Life Assurance Co. has only now reached me. As the statements made thereon in place my action in quite a wrong light I shall be glad if you will publish these further remarks.

Mr. Trevor states that, before the copies of the correspondence arrived at his Head Office in Edinburgh, I had already accepted the sum offered by the Company.

Much correspondence passed between the Head Office and me on the subject of my policy. I insisted on a search being made in the Shanghai correspondence and eventually received from Edinburgh a letter dated 10th February as follows:

"We have received a letter from our representative in Shanghai stating that he has made a thorough search among the records of our office there for the years 1893-4 and that he has been unable to trace any letter from 'you to Mr. W. T. Phipps the sole Agent in Shanghai or from Mr. Phipps to you bearing on the question of Bonus."

Copies of two letters (one from Mr. W. T. Phipps written after the policy was issued, and having nothing to do with the present issue, were enclosed as (presumably) the sole correspondence which passed. It was only on receipt of this letter that I accepted the sum offered for my policy, as I was unable to produce any written proof of my statements.

Mr. Trevor characterizes my letter to you as "both inaccurate and malicious." In accuracy I must, in view of Mr. Trevor's letter to you, admit to this extent, that Mr. W. T. Phipps appears quite exonerated in this matter. I would however put it to your impartial readers whether the Standard Head Office were acting honestly and ingenuously in withholding from me the letter from that gentleman to the Foochow agent quoted in Mr. Trevor's letter to you, especially in view of the long correspondence which had passed between us? It is now proved conclusively that the question of bonus was raised by me at the time and referred to the Shanghai Chief Agent, though not as I believed direct, by me but through the Foochow agent. It would be interesting to know in what terms the letter from the latter was couched which drew forth the reply which Mr. Trevor quotes.

I have only further to add that Mr. W. T. Phipps' letter was not shown to me and that I was informed by the local Agent, as a reply coming from the Chief Agent that the over-rate of premium for residence in China would be made up to me (if I survived) by increased quinquennial bonus. This statement appeared to me on the face of it quite reasonable, and it was on that understanding that I took out the Policy.

The "inaccuracy" spoken of by Mr. Trevor does not seem a very serious one considering that it referred to a transaction which took place 15 years ago.

I am sincerely glad that the former Chief Agent is entirely exonerated and trust that you will publish this letter which I think will convince you and your readers that there was neither malice nor intentional inaccuracy in my communication to you.—I am, dear Sir, Your faithfully,

R. W. MANSFIELD.

THE PROPOSED GOVERNMENT NOTE ISSUE.

The following letter addressed by the Committee of the Hongkong Chamber of Commerce to the Government has been forwarded by the Secretary of the Chamber for publication.—

Hongkong Chamber of Commerce.

27th May, 1909.

SIR.—With reference to your letter of the 15th April, 1909, (No. 3641/09) on the question of the proposed introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my Committee is not sufficient to enable them to form an opinion as to the proposal and I would beg to be furnished with more details so as to enable my Committee to go fully into the question.

The more important points upon which my Committee would like to be informed are:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging Dollars into Notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not, what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

My Committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to thank His Excellency the Governor for referring the matter to the Chamber.—I have etc.

E. A. M. WILLIAMS.

Secretary.

Hon. Mr. F. H. MAY C.M.G.

Colonial Secretary.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS".]

May 13th, 1909.

THE HEIRESS TO THE DUTCH THRONE.

Shortly after mailing my last letter news was received of the birth of a princess and heiress to the crown at The Hague, an event which had been looked forward to with daily increasing anxiety during the preceding three or four weeks. How the notion got abroad that it was due at Easter, nobody seems to know, but it was generally accepted and as day after day passed without the longed-for announcement being made, fears arose that it might once more end in disappointment. All the greater, therefore, was the joy and the excitement when the birth of a princess was proclaimed, and it was added that mother and child were doing well. Although no doubt a little prince would have been more welcome, still the stolid Dutch people rejoiced, men, women and children giving way to wild manifestations of delight such as one would hardly have believed them capable of and I think that, to a certain extent, the whole civilized world shared their feelings. Politically the event is of the greatest importance settling, as it does, the vexed question of the succession to the Dutch throne, which if the Queen had remained childless, might have become the source of much unpleasantness. Of the seven Christian names which have been bestowed upon the infant princess that of Wilhelmina probably appeals most to the Dutch people, but Juliana is the one by which she is to be called, and it is by no means an inappropriate selection, being that of the famous mother of the great Prince William the Silent, the liberator of the Netherlands from the Spanish yoke and the first Stadtholder of the young republic. It is reported that ten boys and eight girls were born at The Hague on the same day and that two of the latter will be christened Juliana, whilst one will receive the whole of the seven names that have been given to her future sovereign. Last evening being the tenth day and the last on which an official bulletin was issued, was kept as a holiday; the streets were gaily decorated with bunting in the orange colours and all offices and shops closed about midday. In the evening a procession of children with bicycles, perambulators and various other means of infantile locomotion paraded the streets, followed later on by one of the grown up population with Chinese lanterns and torches.

THE DEATH OF HERRE VON HOLSTEIN.

On the eighth inst. Herr von Holstein, one of Prince Bismarck's intimates and most trusted subordinates died in Berlin. During the siege of Paris in 1870/1 he held an appointment in the Chancellor's office in Versailles, after which he held several diplomatic posts and finally attained the position of chief of the political department in the foreign office. As such he acted as a sort of permanent Under-Secretary of State under Prince Bismarck and his successors; his relations with the former being so close that his remaining in office after the fall of his chief created considerable surprise. But Herr von Holstein held that his duty to the State must not be interfered with by personal considerations and although the Prince is said to have felt his defection keenly they remained on good terms to the last. His influence went on increasing under the following chancellors and although he kept in the background and avoided public notice as much as possible, he was the real mover in foreign politics. He is believed to have entertained strong feelings of distrust, not to say of hostility, to France, and the Morocco difficulties are generally laid to his charge. His retirement was not altogether voluntary, for having during the illness of Prince Bismarck, as was his practice, when meeting with strong opposition in any quarter, tendered his resignation as a means of carrying his point, the same went straight to the Kaiser who, much to Herr von Holstein's surprise, accepted it. This took place three years ago, but in no wise affected his friendly relations with the Chancellor, whose policy he is supposed to have inspired on several subsequent occasions.

HAMBURG COLONIAL INSTITUTE.

The first half-yearly term of the Colonial Institute in this city ended at Easter and its results are considered eminently satisfactory, 56 students matriculated, of which some twenty are from the colonial and navy departments in Berlin, besides which 45 other hearers attended the various courses of lectures. A considerable increase is looked for during the present term, as a number of candidates for the consular service have been sent to Hamburg by the Foreign Office for the purpose of gaining a practical insight into the oversea trade, several of the leading firms having offered to give them every facility for doing so in their counting houses. They will at the same time attend the lectures at the Colonial Institute, whilst negotiations with a view to the admission of junior employees of other government departments, such as the imperial post office, are proceeding.

That the Institute is attracting attention abroad is proved by the recent visits of members, lecturers, and students of the Belgian "Institut commercial des Industries du Hainaut" and by the desire expressed by the British Government to be allowed to send over a member of the Colonial Office for a careful study of the Hamburg Institute and its organisation.

The executive committee have entered into communication with the governors of the German colonies, with various colonial and scientific bodies at home and abroad, and through the commercial assessors with numerous chambers of commerce, exporters and manufacturers, collecting a vast amount of information to be sifted and classified later on.

The object of the Institute being not only the training of young men for the practical walks of life in the colonies, as government officials, merchants, engineers, farmers &c., but the

promotion of scientific investigation and research as well, the committee have decided to extend their programme, for which however the present teaching staff seems inadequate. They have therefore addressed a request to the Senate for the endowment of seven additional chairs, one of which is for African and one for East-Asiatic subjects. With regard to the latter, the commercial assessors attach special importance to the study of the Chinese language and chief dialects by business men going out to the East, so that firms abroad may be enabled in time to dispense with the services of the compradores whom they have been obliged to employ hitherto in dealing with native merchants. The other five professorships are for German, archaeology, mathematics, engineering, roadmaking, the construction of bridges &c., tropical agriculture, cattle-breeding, veterinary medicine &c. The appointment of an assistant lecturer on the biology of fishes is also recommended.

The Senate has approved the proposals and asked the Bürgerschaft to vote an additional subsidy of M. 100,000 for the purpose, which will no doubt be done without meeting with serious opposition.

THE CORPUS CHRISTI FESTIVAL AT THE R.C. CATHEDRAL.

In accordance with a wish expressed by His Holiness the Pope, a *Triduum* will precede the feast of the *Corpus Christi*, at the Roman Catholic Cathedral, commencing on Friday next the 11th instant, and concluding on Sunday the 13th. The latter date has been fixed by the Right Rev. Bishop Pozzani, Vicar Apostolic of Hongkong, instead of the proper day the 10th, in order to give every facility to all Roman Catholics to attend Church on that day.

During the *Triduum* there will be General Communion daily from 5 to 7.30 a.m. and His Lordship the Bishop will preach each evening at 5.30 o'clock the texts proposed for his Sermons.

First day—"All iniquity is sin, and there is a sin unto death" (St. John 5:17); "And Jesus said to them... I am the Bread of life... if any man eat of it, he may not die" (St. John 6:48).

Second day—"Decline from evil and do good" (Ps. 35:22) "Without me you can do nothing" (St. John 15:5).

Third day—"What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16:26). "He that eats my flesh and drinks my blood has everlasting life" (St. John 6:55).

On Sunday the 13th instant at 8 a.m. there will be a Solemn High Pontifical Mass at which His Lordship Bishop Pozzani will officiate, assisted by the clergy of various Roman Catholic denominations and the Seminarians. During the Mass the Rev. Fr. Agostini Piascoli, the Military Chaplain, will read and explain the gospel of the day in a short sermon. The Holy Sacrament will be publicly exposed in a rich monstrance the whole day, and at 5 p.m. Solemn Vespers will be sung by the officiating clergy, responded to by the Sanctuary and Choir of St. Joseph's College.

Immediately after the Vespers the Holy Sacrament will be carried by the Bishop in procession round the Cathedral compound accompanied by the Band of the "Philharmonic."

On returning to the Church the Bishop will preach his third sermon. Then, attired in his Pontifical robes, he will intone the *Tu Domine laudamus* which will be responded to by the Choirs. In conclusion the Bishop will administer the Benediction of the Holy Sacrament to the whole Congregation whilst the Choir will sing the *Tantum ergo* and the *Laudate Dominum*.

The chapel to the gospel side of the main altar is being installed with electric light at the cost of the members of the Apostleship of Prayer for the forthcoming feast of the Sacred Heart of Jesus on the 18th instant.

Prior to the Pontifical Mass a new Banner consecrated to the Blessed sacrament will be blessed. The members of the Confraternity of this title are having this new banner made at the Italian Convent, its cost to be defrayed by a subscription among them. It is to bear a representation of Our Lord administering the Holy Communion most artistically painted on white silk by Mr. M. Baptista, to whom the Roman Catholic community have been indebted for similar much appreciated services in the past.

The attendance of all Roman Catholics in the Colony is earnestly desired at this festival.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for Thursday. The business includes consideration of the following resolution. "It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three Dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909."

The orders of the day are:—

First reading of a Bill entered An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

First reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

First reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1909.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Laté Charnant and Special Skin Tonic and Pond's Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Solo Agents.

EASTERN EXTENSION, AUSTRALIA, AND CHINA TELEGRAPH COMPANY.

COMMERCIAL DEPRESSION IN THE FAR EAST.

At the 71st half yearly general meeting Sir J. Wolfe Barry (the chairman) stated that the increase of £2,473 in the revenue for the half-year ended December 31 last compared with that for the corresponding period of 1907 was more apparent than real, as the revenue for the past half-year included £10,000 which the company earned over the Tasmanian cables in previous years, but for which the Australian Federal Government refused to account until they were compelled to do by the decision of the High Court. If this exceptional revenue were deducted the figures showed an actual decrease for the half-year of nearly £2,000, which was owing to the commercial depression that had prevailed from some time past in all parts of the Far East. He was, however, inclined to think, from slight indications of improvement recently noticeable in the Straits Settlements elsewhere, that they had seen the worst of this depression; and he ventured to hope that before very long the financial situation in the countries served by the company's cables would improve. The working expenses for the half-year were £2,995 less than those for the December half of 1907. The balance of cost of the Java-Cocos cable, amounting to £2,710, had been debited during the past half-year to the general reserve fund, together with £1,519 for the partial renewal of the Singapore-Banjarmasig cable, leaving £1,034,345 to the credit of this fund. The company's cable steamer *Patrol* ran on to a shoal when proceeding last autumn to a cable repair in the Netherlands Indian archipelago. Thanks, however, to the valuable help rendered by the Chinese authorities, who after his death buried in the city of Sungkiangfu a temple to his memory, where services are still maintained. After Ward was killed the force passed under the command of another American of the name of Major, afterwards General Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taipings would never have been overcome but for the assistance of "The Ever Victorious Army," as this hastily-raised band was named. Amongst other services they regained possession of the important city of Sinoow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of these best capable of judging being of opinion that the civilization of the Empire would have had a much better chance of progressing had the decaying dynasty been overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost any terms with the Taiping rebels. A monument in memory of the fallen officers of this regiment which for many years stood at the north end of the Bund at Shanghai has recently been transferred to the Public Garden. From 1860 to 1866 one British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

A TARDY CLAIM.

INTERESTING ACTION IN AMERICA.

An interesting echo of the Taiping rebellion comes from New York where Newbury D. Lawton, who was sailing master of the victorious emp. defender *Resistance*, has brought suit in the Surrogate's Court for shares of the \$363,000 which the Chinese Government paid for the suppression of a rebellion in one of its provinces in 1859. That rebellion was suppressed by General Frederick T. Ward and Cyrus Lawton, who organized a force and marched against the insurgents. Long after the death of both Ward and Lawton the reward as part of Chinese indemnity fund in the recent Boxer uprising was paid to Mrs. Georgiana Ward Amidon, widow of Henry C. Ward, who was a son of the General.

Newberry Lawton was a son of Cyrus Lawton and a partner of General Ward in the suppression of the rebellion and now demands an accounting of this award mad his share. He declares that his father was to have received 10 per cent of whatever the Chinese Government paid.

The *Directory and Chronicle* has the following reference to the incident:—At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band partly composed of deserters from foreign ships and rowdies of all nations, who had congregated at Shanghai, with whose help he drilled a regiment of natives. This force, notwithstanding its unpromising commencement attained under Ward a considerable amount of efficiency, and did good and useful service.

This has been acknowledged in a manner unusual, where foreigners are concerned, with the Chinese authorities, who after his death buried in the city of Sungkiangfu a temple to his memory, where services are still maintained.

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ECZEMA MADE SKIN PEEL OFF

Baby Covered with Pimply, Inflamed Humour—Very Fretful and Cried Night and Day—Doctor's Ointment Seemed to Make it Worse.

CURED AT SMALL COST BY CUTICURA REMEDIES

"My baby had something like a rash come out all over him. It made him very fretful and crying night and day. The doctor did not know what it was. The nurse said it was eczema. It was like small pimples under the skin and it itched and the skin came off with the napkins when changing and the doctor's ointment made it feel the itches.

When ever I tried the doctor's ointment for some time but it did not seem to get any better. I used two boxes of Cuticura Ointment and Cuticura Soap and cured him. I have not seen anything on him since. He had the Cuticura Soap and Ointment cured him and I am still using Cuticura Soap. I was very pleased to have found out that Cuticura was a great skin healer.

Mrs. Stone, Fonthill Bishop, near Salisbury, Wiltshire, Eng., Oct. 13 and 18, '09."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

S.S. "TOURANE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "Frederic Morel" and "Ville de Catto" in connection with above. Steamers are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 7th June, 1909. [2]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT
is now ready and contains—

Epitome of the Week's News.

Leading Articles:

Hongkong's Subsidy Coinage.

Proposed New Peak Tramway.

A Necessary Evil.

China's Sovereign Rights.

Crown Agents and Colonial Trade.

Railway Reflections.

Hongkong News.

Supreme Court.

Disorderly German Sailors.

Suicide of a Japanese.

The Peak Tramway's 21st Anniversary.

The Typhoon of 1908.—Rewards for Bravery.

Floating Mine Recovered.

Terrible Tragedy at Sea.

A Sea Mystery.

Farewell to Inspector Withers.

Hongkong Philharmonic Society.

The Vacancy on the Legislative Council.

Japan Notes.

The Macao Boundary.

China and the Fukien Railway Question.

The Lai Hing Case Judgment.

Lloyd's Fire Insurance in Japan.

Foreign Insurance Offices in Japan.

Consular Reports.

Opium and Cigarettes at Foochow.

Hongkong Gymkhana Club.

Shipping Notes.

Japan Tea Trade.

Anhui Copper Mine Trouble.

Rescue in the Harbour.

Hongkong General Chamber of Commerce.

Chinese Temple Collapse.

Canton News.

Coxswain Charged with Manslaughter.

"China's Sovereign Rights."

The "Daily Mail" Cup.

Correspondence:

The Ladies' Benevolent Society.

Macao in Financial Straits.

Belgian Consul's Residence Robbed.

Chung Chau as a Health Resort.

The Pratas Island Question.

Hongkong Investors in Philippines.

China's Customs Tariff.

The Death of Captain Markham.

The German Travellers Murdered in Yunnan.

Lawa Tennis.

Interport Lawn-Tennis.

The Filipino Demand for Independence.

Wedding at the Cathedral.

Company Report:

The Star Ferry Company, Limited.

Company Meetings.

Peak Tramway Company, Limited.

Watson & Company, Limited.

Watkins' Limited.

The Star Ferry Co., Ltd.

Shanghai Companies.

Far Eastern Telegrams.

The Formosan Aborigines.

Opening of the Shanghai-Hangchow Railway.

The Haukoo Tea Market.

Sporadic Soap in Japan.

Shanghai Trade.

Commercial.

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Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage 82.

Hongkong, 8th June, 1909.

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE: 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.

SEIMSSON & Co.

Hongkong, 6th March, 1909. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. of 36, 57 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1908. [623]

INTIMATIONS

NIPPON YUSEN KAISHA.
(HONGKONG BRANCH)

IT IS HEREBY NOTIFIED that Mr. THOMAS LOFT is no longer in our employ.
T. KUSUMOTO,
Manager.
Hongkong, 7th June, 1909. [823]

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1909-1910 will be Open to inspection at the Treasury on Monday the 7th June, 1909.

F. H. MAY,
Colonial Secretary.
Hongkong, 2nd June, 1909. [824]

JUST PUBLISHED

MAP OF KWONGTUNG PROVINCE
Showing Kwong Chow-fu, Hongkong,
West, East and North Rivers.

This Map is full of detail, Showing Hills,
Railways, Rivers, Sand Banks, Custom
Houses, etc.

Names in both English and Chinese.
Every Office should have a Copy
Size 55" by 40".

Price on Roller ... 55.00
Folded ... 35.00

BREWER & Co., Ltd.
Pedder Street.
Hongkong, 5th June, 1909. [822]

WANTED.

HOUSE on the UPPE LEVEL must
be detached, with at least 7 or 8 Rooms,
and Servant Quarters. Unfurnished
Apply—

Kare of The Yokohama Specie Bank, Ltd.
Hongkong, 28th May, 1909. [795]

MONEY TO LEND.

\$150,000 to invest on
Mortgage: Mortgages for smaller amounts can be considered.

Send Particulars of Securities offered to

X.
Care of "Daily Press" Office.
Hongkong, 20th May, 1909. [537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
now have 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [43]

D A V I D C O R S A R & S O N S
MERCHANT NAVY

NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAILING
ARNHOLD, KARBERG & CO.

Sole Agents.

DAVID CORSAIR & SON'S
MERCHANT NAVY

NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAILING
ARNHOLD, KARBERG & CO.

1674] Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Coke Importers. General Store
keepers and Shipchandlers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [583]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of
the Latest FASHIONABLE GOODS
Comprising:

Latest Style VEILING, by Yard and Piece.
Assorted Colours Plain, Dotted and Chiffon.
NECK FRILLINGS.

Latest Design PRESENTATION HAND-
KERCHIEFS, PLAIN, OPENWORK and
EMBROIDERED.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central.

Hongkong, 7th June, 1909. [41]

A L I N G & C O .

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & C O .

FURNITURE & PHOTO GOODS STORE,
26, DES VUEX ROAD, CENTRAL.

DEALER IN

LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.
Cameras fitted with
"ZEISS," "GOECKE," "ROSS" & "AEDIS"
Lenses.

DEVELOPING AND PRINTING
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, Queen's ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1909. [415]

S I E N T I N G

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1909. [504]

FOR SALE

FOR SALE

ELECTRIC PLANT

Consisting of:—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS. Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. ROBERT & CO.,
direct coupled to Alternators by Messrs.
JOHNSON and PHILIPS, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWET and

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable by periodical drawings, either with Cash Premiums varying from \$40 to \$40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £5 to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

SCIENTIFIC MISCELLANY.

AN EXPLORATION AWAITING A CARNegie—AN AMPHIBIOUS BICYCLE—CURING COLOR-BLINDNESS—THE GAS MANTLE HEATER—TWO SOURCES OF METEORITES—UNCERTAINTY IN FILES—ANOTHER WRONG OLD THEORY—FAULTY HALS REMEDIED—SCIENCE AIDING THE MINERS.

Engineers have probed the earth only to a depth of about 6,500 feet below the surface, and Camille Flammarion has lately renewed his old suggestion that a great exploration shaft should be sunk to the utmost possible depth in a thorough investigation of the crust of our planet. This pit should be 200 or 300 yards in diameter, cased with a massive iron ring. The heat increases at an average rate of one Centigrade degree for every 108 feet, and the temperature of boiling water might be expected at a little less than two miles, but the boring should go much deeper. The land in France, as well as certain plains of Belgium, Holland and Roumania, should have favorable spots for excavation. Such an undertaking would offer unknown possibilities of practical and scientific results, geological and palaeontological curiosities, iron mines, copper mines, precious metals, veins of gold, platinum, silver, radium, etc., and multimillionaires with a dread of dying rich have here an opportunity of acquiring fame and adding to human knowledge.

The amphibicycle, the novel machine of a Lyons mechanician, for travelling on land or water, is a bicycle mounted between two cylindrical steel floats 8 feet long and a foot in diameter, a propeller and a rudder being attached. In water, the rear wheel of the bicycle operates a friction wheel to drive the propeller. On land the floats, etc., are raised so as not to touch the ground, and the bicycle carries them along as it travels in the usual way. The total weight is about 270 pounds. The machine has travelled readily on ordinary roads, and easily made 5 or 6 miles an hour on the Seine.

Late experience has shown that the colour blind may be taught to name ordinary colours correctly, although they may not see colors as others do. A conductor on the Southern Railway was discharged for colour-blindness, when he began to study colored woollens and paints, and in five weeks passed a rigid colour examination without a mistake. Dr. Brawley has overcome the disadvantages of colour blindness in other persons by a like course of colour study.

The incandescent gas mantle is modified into a heating radiator by Marcel Delage, a Paris engineer. A tube of asbestos thread, of open mesh, is formed on the same mold as the gas mantle, and is cut to proper length and the top drawn together to form a head. Greater solidity is given by dipping into silicate of soda, then drying and calcining on a gas burner. It is next dipped into nitrate of cerium solution and again dried and calcined, this treatment being essential, as the great heat radiation is due to the cerium salt. The completed mantle may even be dropped on the ground without breaking. In use, it is suspended over a blue flame, six in a row in an open-front stove form of radiator being an effective arrangement, and it heats quickly, making the best use of gas heat by radiating a large part of it horizontally. The bright glow of the mantle gives an attractive and cheerful appearance to the radiator.

There is good reason for believing that the moon was torn out of the earth, the Pacific Ocean being possibly the remaining scar, and it appears that the stony fragments, Prof. T. C. Chamberlin thinks, may have been projected into space in the great cataclysm and are even now returning as meteorites. Of the two chief classes of meteorites, the stony ones are found by Prof. W. H. Pickering to be all explained by this theory, while some of the iron ones may have had the same origin. Unlike the stony meteorites, however, the metallic ones seem to be associated with comets and star showers, coming from more distant regions of space, and falling with greater velocity. The meteoric stones and irons are about equally represented in museums. Many more stones are actually seen to fall, however, and as they soon decompose and are not easily recognized, they may have been more numerous in the past than now. Of the 29 elements found in meteorites, all are terrestrial.

An astonishing variation in the efficiency of files has been shown by a new testing machine. Five files were worn out in almost exactly the same number of strokes—about 110,000—but the amounts worn away were respectively 4.4, 11.5, 18, 23.5 and 38.3 cubic inches. The variations are more marked on cast iron than on steel. Various factors determine the cutting efficiency, but with differences so great the use of a poor file may change a profitable piece of machine work into a losing one. There is evidently room for progress in the scientific making of the old and familiar file, as well as in their grading.

The heating of a greenhouse by the sun is usually explained by the fact that glass permits the passage of light rays, but is almost impervious to heat-rays, so that as the light falling upon the enclosed objects is converted into heat and partially reflected, the reflected rays cannot escape through the glass. Thus the heat accumulates. To test this long established theory, Prof. R. W. Wood blackened two pasteboard boxes, and covered one with a plate of salt, which readily conducts both light and heat, and the other with glass. The salt-roofed box became even warmer than the other, this being true also when the heat was first filtered from sunshine through glass. The conclusion is that the ground and other objects are heated by the incident rays, and that this heat is then spread by convection currents, but, as the confined air

cannot mix and circulate with the outer air, it concentrates a larger amount of heat.

A remedy for faulty acoustic properties in large halls has been discovered by Gustave Lyon after long research. The great hall of the Toreador, the largest in Paris, is a notorious bad example, and the echo heard in some parts of the hall, especially at the president's box, made it almost impossible to understand a speaker. The treatment applied has given a wonderful improvement. The surfaces giving the echoes were first located by an ingenious method, and then received a double covering of pieces of cloth spaced a few inches apart. While the double cloth was found to be effective, the reason that the single cloth does not deaden the echo is yet to be learned.

The mine-testing laboratory established at Llewin, Department Bas-de-Calais, France, has been provided with a first-cost allowance of \$70,000, with an annual appropriation of \$15,000. Greater safety in mining is sought by a study of coal-dust explosions and their prevention, the control of the stability of explosives, mine lamps and electrical apparatus, safety and rescue appliances, and all other pertinent problems. Special attention will be given to the investigation of serious mining accidents—in other countries as well as in France.

WATER RETURN.

Lever and Storage of water in Reservoirs on the 1st June.—

CITY AND HILL DISTRICT WATER WORKS.

	1908	1909
Below overflow. Below overflow.	53 ft. 10 in.	54 ft. 3 in.
Tyam	53 ft. 10 in.	54 ft. 3 in.
Tyam Byewash	24 ft. 11 in.	24 ft. 3 in.
Tyam Intermediate	2 ft. 7 in.	20 ft. 5 in.
Fokulum	21 ft. 2 in.	21 ft. 7 in.
Wong-nai-ching	22 ft. 8 in.	24 ft. 5 in.

STORAGE GALLONS.

	1908	1909
Tyam	75,200,000	73,923,000
Tyam Byewash	595,000	965,000
Tyam Intermediate	181,379,000	93,027,000
Fokulum	2,200,000	21,375,000
Wong-nai-ching	8,091,000	6,979,000

Total 287,566,000 202,257,000.

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF MAY.

	1908	1909
Consumption	143,580,000	118,870,000 gallons
Estimated population	206,760	208,560

Consumption per head per day 22.4 18.3 gallons Constant supply in all districts during May.

1908. Informant supply by Rider mains in Rider main districts during May 1909. The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL

	1908	1909
Below overflow. Below overflow.	53 ft. 3 in.	33 ft. 0 in.

STORAGE GALLONS.

	1908	1909
Reservoir	116,500,000	95,100,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF MAY.

	1908	1909
Consumption	22,261,000	23,826,000 gallons
Estimated population	82,900	87,700

Consumption per head per day 8.6 9.7 gallons

The Government Analyst reports that the water is of excellent quality.

Public Works Department.

W. CHATHAM.

Water Authority.

THE ROYAL ASIATIC SOCIETY.

The anniversary meeting of the Royal Asiatic Society was held under the presidency of Lord Reay last month at the rooms in Albemarle-street, London.

Sir Ernest Satow, in moving the adoption of the report, said that among the elements of new life in Japan there had arisen in recent years a very excellent school of writers who were bringing the scientific methods of the West to bear upon historical research.

Sir Richard Temple, in seconding, referred to the deputation to Mr. Runciman of the Society for the preservation of the Indian Museum as a separate entity. He said he believed the ultimate result of the movement for its retention would be the establishment of an enlarged and improved Indian Museum, of which they would have no reason to be ashamed. (Cheers.) But the society and cognate bodies interested must keep the question to the front, and on no account relax their efforts.

Sir Ernest Satow, alluding to the same subject, said he hoped that a really satisfactory museum would be established, and that among its new exhibits would be a part of the extraordinarily valuable archaeological collection brought from Central Asia by Dr. Stein. It was absurd to send our gentlemen like Dr. Stein to face constant hardship and frequent danger in desolate and inhospitable regions, to applaud their achievements at meetings on their return, and yet to fail to provide suitable accommodation for the deposit of the collections which they brought back with them. (Cheers.)

Mr. W. Irvin was elected a vice-president, and Sir H. Mortimer Durand, Mr. Guest, Sir Charles Lyall, Professor A. A. Macdonell, and Mr. Sewell were elected to the council.

THE ANNUAL DINNER.

The annual dinner of the Society was held at the Hotel Cecil under the chairmanship of Lord Reay, the president. The large company included the Chinese Minister, the Japanese Ambassador, Sir Robert Hart, Sir Ernest Satow, Sir Raymond and Lady West, Sir Richard Temple, Sir James and Lady La Touche, Sir Douglas, Sir W. Lee Warner, Sir A. N. Wollaston, Sir Charles and Lady Lyall, Sir H. Jevingham, Dr. A. M. Stern, the Hon. Pember Reeves, Mr. E. R. P. Moon, Dr. and Mrs. Grierson, Mr. and Mrs. Amer Ali, Dr. Codrington, Mr. J. F. Fleet, Mr. and Mrs. Kennedy, and Miss Hughes (secretary). Sir Robert Hart proposed the toast of "The Society." Lord Reay, in replying, said he wished he could allude in some detail to the labours of the Treasury Committee, over which he presided, on the organization of Oriental studies in London. For some reason, he could not tell why, the report of the committee had not been published, although it was signed so long ago as December 21. Sir W. Lee Warner gave the toast of "The Visitors," for whom the Japanese Ambassador responded.

THE WORKS ARE WELL EQUIPPED WITH THE LATEST PLANTS AND APPLIANCES TO UNDERTAKE BUILDING OR REPAIRING SHIPS, ENGINES, AND BOILERS; AND ALSO ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS IS ALWAYS KEPT ON HAND.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready short Notice.

£100

Suitable for vessels up to 1,000.

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PATENT SLIP.

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SHIPPING.

ARRIVALS.

ANGHIN, German str., 1,001, C. Kumpel, 7th June—Bangkok and Swatow 6th June, Rice and Timber—Butterfield & Swire.
HAI CHI, Chinese cruiser, 2,900, S. K. Shen, 5th June—Saigon 2nd May.
HAI YUNG, Chinese cruiser, 2,980, Lin, 5th June—Saigon 2nd June.
KUWANO MARU, Japanese str., 3,147, N. Mathieson, 7th June—Melbourne 12th June—General—Nippon Yusen Kaisha.
KWANTUNG, Chinese str., 1,536, W. H. Lunt, 7th June—Shanghai 2nd June, General—Chinaman.
LOCKHORN, German str., 1,020, W. Teubert, 6th June—Bangkok 30th May, Rice and Meal—Norddeutsche Lloyd.
LOONDSANG, British str., 1,093, Picknell, 7th June—Manila 5th June, General—Jardine, Matheson & Co.
L. SCHIFF, German str., 7th June—Canton.
LUBI, British str., 1,619, R. W. Almond, 7th June—Manila 5th June, General—Shewan, Jones & Co.
TSURUGISAN MARU, Jap. str., 2,560, Matsuda, 7th June—Mikia 1st June, Coal—Mitsui, Busan Kaisha.
VICTORIA, Swedish str., 989, Thos. Eckel, 7th June—Haiphong and Hoihow 6th June, Rice—Wallen & Co.
WAKANA MARU, Jap. str., 2,834, N. Nielsen, 7th June—Shanghai 4th June, General—Nippon Yusen Kaisha.
WOBLENDE, German str., 2,580, Maher, 6th June—Shanghai 2nd June, General—Carlowitz & Co.
YATTSINGH, British str., 7th June—Canton.
YINGCHOW, British str., 1,216, W. Frazer, 6th June—Shanghai 3rd June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
7th June.
Haiyung, British str., for Swatow.
Halvard, Norwegian str., for Bangkok.
Kuwanaga Maru, Japanese str., for Moji.
Kuangtung, Chinese str., for Canton.
L. Scheff, German str., for Chinkiang.
Paldat, German str., for Swatow.
Polignano, French str., for Europe, &c.
Woglinde, German str., for New York.
Yingchow, British str., for Shanghai.
Yingzhou, British str., for Canton.

DEPARTURES.

7th June.
CHIPSHING, British str., for Canton.
FOOKSANG, British str., for Shanghai.
HANGSANG, British str., for Chantun.
TOURANE, French str., for Shanghai.
WINGSANG, British str., for Canton.

SHIPPIING REPORTS.

The British str. Yingzhou reports: Light SW winds and fog.
The British str. Longgang reports: Light winds, slight sea and fine weather.
The Chinese str. Kuangtung report: Experienced light Southerly winds & fine weather with moderate S.S.W. swell to Hiehshan; thence zebra misty fog to Dudd Island, thence light airs and calms, fine and clear weather with smooth seas to port.

VESSELS IN DOCK.

June 7th.

ABERDEEN DOCK.—KOWLOON DOCK—Sumatra, Chan Po, Spir, COSMOPOLITAN DOCK—Asia.

TAIKOO DOCK—Maple Leaf, Chenan, Tuan, Taming, Petchaburi.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Flerio and Rabatino United Companies)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA," Captain Belaito, will be despatched as above on FRIDAY, the 11th inst., at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 3rd June, 1909. [4]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA FORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June.
to be followed by
S.S. "ST. PATRICK" About 13th July.
For Freight and further information apply to—

SHEWAN TOME'S & CO., General Agents.

Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, Port DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th June, 1909. [820]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Stake Pier. 3 From Stake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &C. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Brit. str.	k.w.	A. F. Vine, R.N.E.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Bremer	HAMBURG-AMERIKA LINIE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SUVIA	Ger. str.	k.w.	Salmer	HAMBURG-AMERIKA LINIE	On 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 17th inst.
MARSEILLES, HAVRE & COOPENHAGEN, &c.	ISTRIA	Ger. str.	k.w.	Broe	HAMBURG-AMERIKA LINIE	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL...	CANTON	Swed. str.	—	N. Nielsen	MESSAGERIES MARITIMES	About 8th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIEN	Fr. str.	—	W. Barrett	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP	WAKASA MARU	Jap. str.	—	JARDINE, MATTHESON & CO., LTD.	JARDINE, MATTHESON & CO., LTD.	Tomorrow, at Daylight
MARSEILLES, BREMEN & HAMBURG, &c.	DENBIGHSHIRE	Brit. str.	—	Geo. Andersons	NIPPON YUSEN KAISHA	About 12th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	SADO MARU	Jap. str.	—	V. Dohren	HAMBURG-AMERIKA LINIE	On 23rd inst., at D'light
MARSEILLES, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	Porsalins	HAMBURG-AMERIKA LINIE	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	SILVIA	Ger. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 2nd July.
MARSEILLES, BREMEN & HAMBURG, &c.	HINANO MARU	Jap. str.	—	Toto Kisen Kaisha	NIPPON YUSEN KAISHA	About 3rd inst.
MARSEILLES, BREMEN & HAMBURG, &c.	MANSHO MARU	Jap. str.	—	MELCHERS & CO.	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	LUETZOW	Aus. str.	2 m.	—	CA' LOWELL & CO.	On 16th inst., at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	E. F. FERDINAND	Ger. str.	1 m.	—	DODWELL & CO., LTD.	On 26th inst., P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	PATHAN	Brit. str.	—	—	DODWELL & CO., LTD.	About 7th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	INDRANI	Brit. str.	2 m.	—	—	On 22nd inst.
MARSEILLES, BREMEN & HAMBURG, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	—	On 12th inst., at 6 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	MONTBAGLE	Brit. str.	—	—	—	On 14th inst., at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	TAOMA MARU	Jap. str.	—	F. W. Davis	CANADIAN PACIFIC R. CO.	On 21st inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	OCEANO	Brit. str.	—	T. Harrison	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	TOBA MARU	Jap. str.	—	K. Kawada	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	NIKKO MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	CHANGSHA	Brit. str.	—	F. Iseki	MELCHERS & CO.	On 1st July.
MARSEILLES, BREMEN & HAMBURG, &c.	PRINZ WALDEMAR	Brit. str.	—	P. T. Helm	GIBB, LIVINGSTON & CO.	On 23rd inst., at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	EMPEROR	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	KUMANO MARU	Jap. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 11th inst., at 5 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	SAKURAI MARU	Jap. str.	—	N. Mathieson	MELCHERS & CO.	About 26th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	PEINZ SIGISMUND	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	KUMANO MARU	Jap. str.	—	—	—	On 17th inst., at 5 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—	—	—	Quick despatch.
MARSEILLES, BREMEN & HAMBURG, &c.	TIJILWONG	Dut. str.	—	—	—	On 11th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	ADEICHOW	Brit. str.	—	—	—	On 13th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	CHIPSHING	Brit. str.	—	—	—	On 14th inst., at Noon.
MARSEILLES, BREMEN & HAMBURG, &c.	YATSKING	Brit. str.	—	—	—	On 15th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	SEGURA	Brit. str.	—	—	—	On 16th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	HANGSANG	Brit. str.	—	—	—	On 17th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	DEVANHA	Brit. str.	—	—	—	On 18th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	BUJUAN MAE	Jap. str.	—	—	—	On 19th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	YINGCHOW	Brit. str.	—	—	—	On 20th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	BEASILIA	Brit. str.	—	—	—	On 21st inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	WINGSANG	Brit. str.	—	—	—	On 22nd inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	SIAM	Brit. str.	—	—	—	On 23rd inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	CHINHUA	Brit. str.	—	—	—	On 24th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	AMARA	Brit. str.	—	—	—	Middle of June.
MARSEILLES, BREMEN & HAMBURG, &c.	MALTA	Brit. str.	—	—	—	On 17th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	YORK	Brit. str.	—	—	—	On 18th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	LINAN	Brit. str.	—	—	—	On 19th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	YETZOBORU MARU	Jap. str.	—	—	—	On 20th inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	ARMAND BEHIC	Jap. str.	—	—	—	On 21st inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	SEGOVIA	Brit. str.	—	—	—	On 22nd inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	NAMSANG	Brit. str.	—	—	—	On 23rd inst., at 4 P.M.
MARSEILLES, BREMEN & HAMBURG, &c.	TI					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA and CAPT. W. HAYWARD, R.N.E.	10 A.M., 10th Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 12th See Special of Call.
LONDON AND ANTWERP	POONA	About 16th Freight only.
VIA SINGAPORE, PENANG, COLOMBO PORT	POONA	About 16th Freight only.
SINGAPORE, PENANG, COLOMBO PORT	CAPT. G. W. GORDON, R.N.E.	June Freight and Passage.
SHANGHAI, MOJI, KOBE, MALTA	CAPT. G. M. MONTFORD, R.N.E.	About 17th Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS	TO SAIL
AMOY, MANILA, CEBU AND ILOILO	"SUNGKUANG" On 8th June, 4 P.M.
MANILA	"TEAN" On 9th June, 3 P.M.
SHANGHAI	"YINGCHOW" On 10th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW" On 11th June, 4 P.M.
SHANGHAI	"CHENAN" On 13th June, 4 P.M.
MANILA	"TAMING" On 15th June, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA" On 15th June, 4 P.M.
SHANGHAI	"CHINHUA" On 17th June, 4 P.M.
SHANGHAI	"LINAN" On 20th June, D'light SE "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE EAST SCHEDULE TWIN SCREW STEAMERS "ANHUL" "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS Hongkong, 8th June, 1909.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR THE CO'S S.S.	LEAVING
* ANPING VIA SWATOW, "SOSHU MARU" & AMOY	WEDDAY, 9th June, at 10 AM.
* SHANGHAI VIA SWATOW, "BUJUN MARU" AMOY & FOOCHOW	THURSDAY, 10th June, at 10 A.M.
* TAMSUI VIA SWATOW, "DAIJIN MARU" & AMOY	SUNDAY, 13th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Apartments. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager. 13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LENVIAG.

"HAIYANG" SWATOW, AMOY & TUESDAY, 8th June, at 1 P.M.

"HAICHING" FOOCHOW. SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 5th June, 1909. 10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS	TO SAIL
SHANGHAI	"YATSHING" WEDDAY, 9th June, Noon.
SHANGHAI	"HANGSANG" Thursday, 10th June, Noon.
TIENTSIN VIA SWATOW, WEIHAI-WEI & CHEFOO	"CHIPSHING" Friday, 11th June, Noon.
MANILA	"LOONGSANG" Friday, 11th June, 4 P.M.
SHANGHAI	"WINGSANG" Saturday, 12th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Tuesday, 15th June, Noon.
SANDAKAN	"MAUDSANG" Wednesday, 16th June, Noon.
SINGAPORE & SAMARANG	"AMARA" Thursday, 17th June, 4 P.M.
MANILA	"YUENSANG" Friday, 18th June, 4 P.M.
SHIATI, YOKOHAMA, KOBE & MOJI	"NAMSANG" Saturday, 3rd July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporia, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 8th June, 1909. 16

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP	WAKABA MARU Capt. N. Nielsen	6500	WED'DAY, 9th June, at Daylight
via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE	S TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
via KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	S SHINANO MARU Capt. K. Kawano	6500	TUESDAY, 22nd June, at 4 P.M.
SYDNEY and MELBOURNE	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
via MANILA, THURSDAY ISLAND, TOWNsville and BRISBANE	KUMANO MARU Capt. N. Mattheison	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	YOKOHAMA MARU Capt. N. Mattheison	6000	WED'DAY, 8th June, at Noon
KOBE and YOKOHAMA	SANUKI MARU Capt. K. Homma	6500	FRIDAY, 11th June, at 5 P.M.
BOMBAY via SINGAPORE	YEBOUSHI MARU Capt. B. Kon	4500	THURSDAY, 17th June, at 5 P.M.
and COLOMBO	MISHIMA MARU Capt. A. E. Moses	9000	SUNDAY, 20th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	YETOROFU MARU Capt. K. Sodeya	4500	Cargo only.

* Omitting Shanghai.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

Hongkong, 1st June, 1909. [310]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU 5000 tons gross July 1st, at Noon.

S.S. AMERICA MARU 6,000 " Aug. 30th, at Noon.

S.S. HONGKONG MARU 6,000 " Oct. 26th, at Noon.

S.S. MANSHU MARU 5,000 " Dec. 10th, at Noon.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building. [462]

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

